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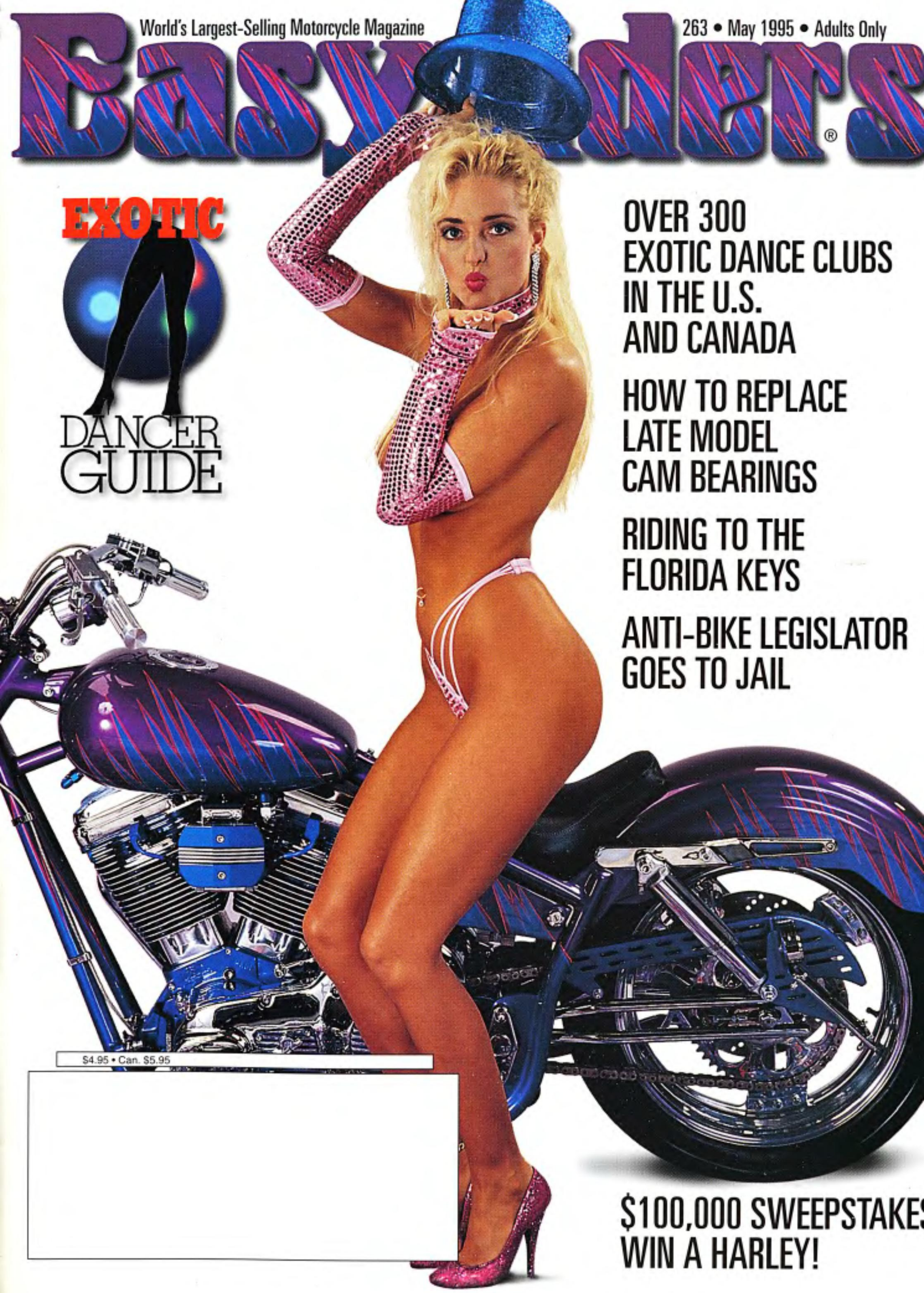

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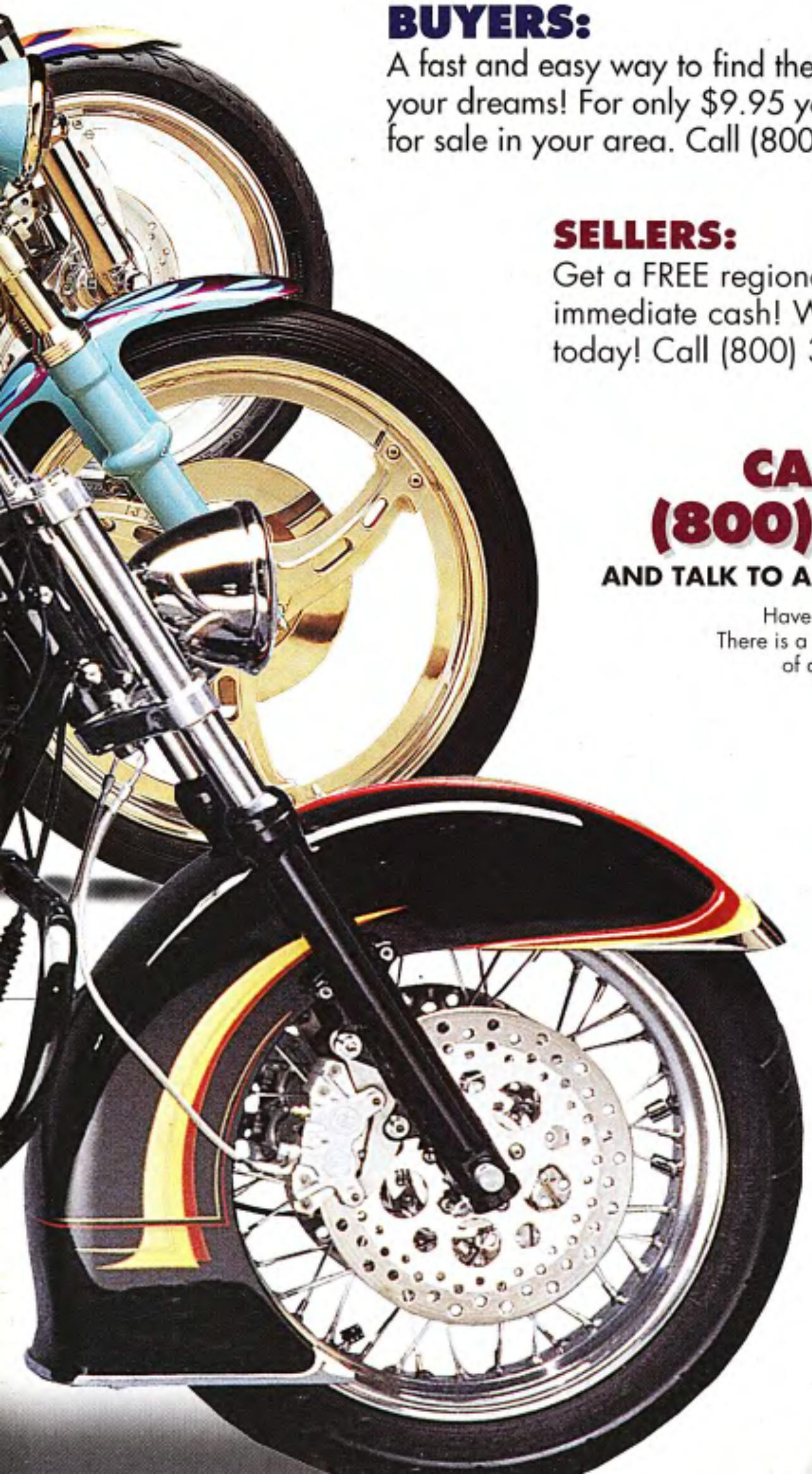

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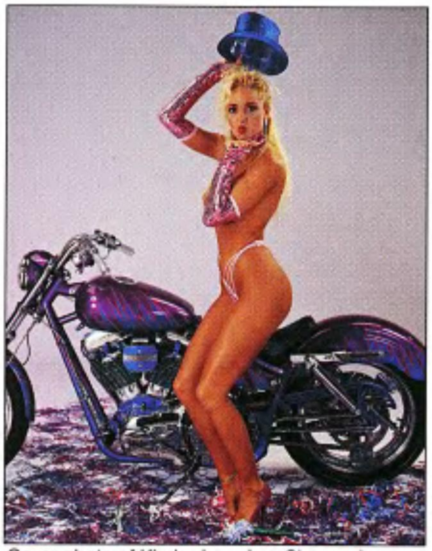

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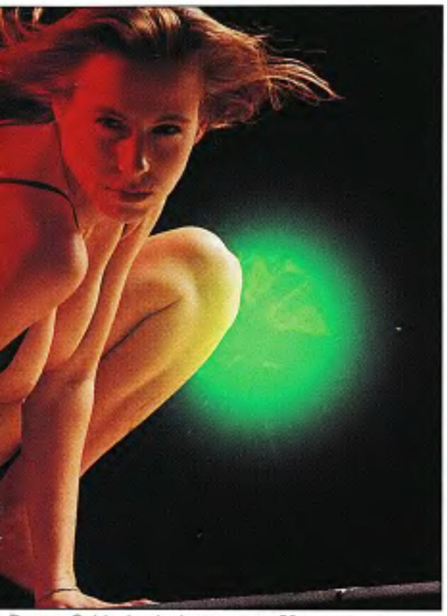

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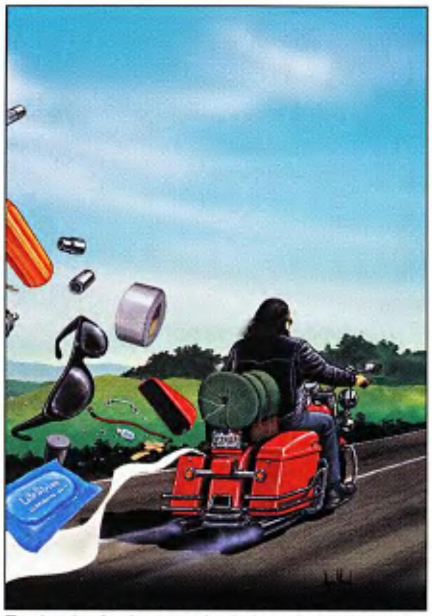

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The Audit Bureau

TAKING IT EASY

He was walking along, picking his nose, minding his own business, when all of a sudden a button on his pants popped off, and they fell to his ankles. So? The ever-alert police arrested him—for indecent exposure!

Kissing your Rottweiler is safer than kissing your girlfriend or boyfriend! Experts say you have less of a chance of catching a disease by kissing a dog than you do by kissing another human because a dog's mouth is cleaner! After seeing what he eats and licks, I don't know.

The Japanese have gotten so tired of saki and tea that they're turning to a new, tall, refreshing drink of their own urine! They drink it at every meal because they feel it restores fitness and youth and that it cures everything from hemorrhoids to high blood pressure! It doesn't stop there. As weird as it sounds, they also bath in it as well as brush their teeth with it.

A study of celibacy revealed that it can be hazardous to your health! Lack of sex can lead to such things as insomnia, depression, psychosomatic disorders, and irritability. I always told my ol' lady that I needed to get a little more, but I guess I should have told her what the repercussions might be if I didn't.

Just what a guy needs—a musical rubber. Seems the inventor got the idea for the condom from a musical greeting card that played music when you opened it. "I figured they'd be great in romantic settings because women are always so responsive to love songs." Maybe, but I don't think of anything other than putting on the damn thing and then getting it on—fast.

Now here's a record you can go after. Why? I don't know. Anyway, if anyone is interested, there's a new game in Australia where they smash beer cans to their faces or foreheads and see how long they'll stick there. The record is 27 hours, three minutes, and one second. Sounds like fun.

You think we're rough on smokers here in the U.S.? Well, here's what they did during the 17th century in Turkey. Anyone caught smoking was beheaded! Sultan Murad also thought tobacco caused infertility and that it turned fierce soldiers into limp-wristed sissies!

Has your dick gone south on you because of dope or too much drinking? Age? No matter. Israeli scientists have developed a lotion that can be rubbed on your joint and *voila!* An instant boner.

Grannies can get pretty huffy, too. A 103-year-old granny was angry because she caught a woman smooching with her 96-year-old boyfriend. She got so angry that she took off after her 101-year-old rival and beat her up—with her cane—killing her.

A restaurant in Australia was using the bellies of its topless waitresses for serving its desserts, hoping to reel in customers. But along with the crowds they were attracting came the health officials who banned the practice. It seems the restaurant was attempting to exploit a legal loophole that prohibits topless women from serving food but not from being used as plates.

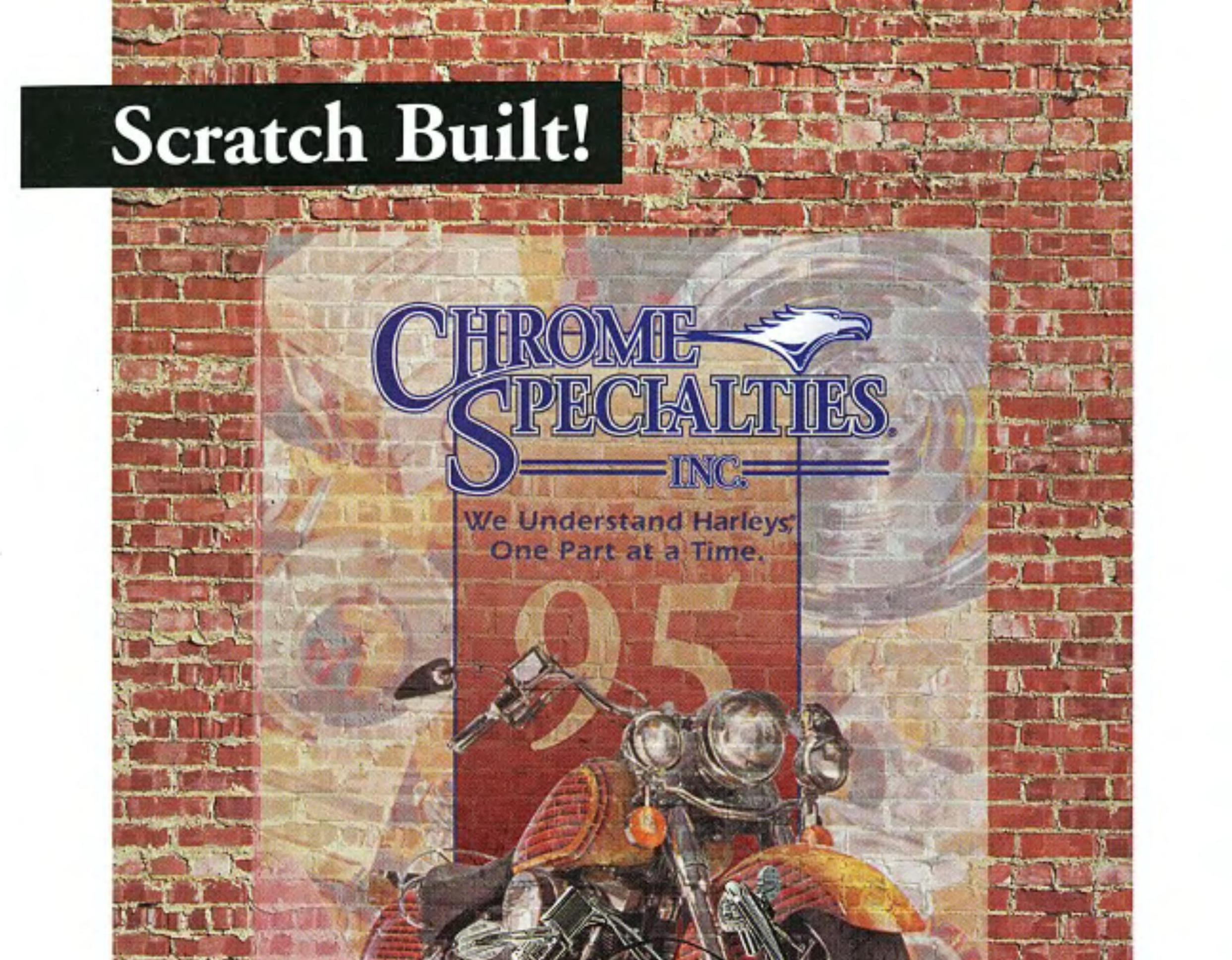
The gas meter reader finally got into this house to read the meter, after trying to do so for over a year. When he got to the basement, he found a well-dressed man sitting in a patio chair. So? The man's head was gone (well, it wasn't actually gone—it was under the chair). His wife told the police that she hadn't seen her husband for several months, but it seems she hadn't bothered to report his absence to the authorities because there was no missing-persons report on file.

A farmer in Bangladesh sold one of his wives for $2.50 to pay a grocery bill. A court ordered that he be flogged for encouraging adultery.

She had saved a bowl of leftover macaroni and cheese and went to the refrigerator to heat it up for lunch. She'd been thinking about it all morning and her mouth was watering. But to her horror the macaroni was gone. Since the only other person living with her was her husband, she knew he'd gotten to it first. She was so pissed off that she began throwing his hunting supplies around, along with some eggs and hamburger. He didn't like what she was doing so he threw her clothes on the floor and yanked the telephone cord out of the wall. She finally shot him. He recovered, but she went to jail.

Here's a new twist. A man who died left everything to his wife on the condition that she take up his smoking habit as punishment for 40 years of hell. The will said that in order for her to inherit everything, she would have to smoke five cigarettes a day for the rest of her life. "She could not stand to see me with a cigarette in my mouth, and I ended up smoking in the bathroom like a schoolboy," he wrote in his will. "My life was hell."

Scratch Built!



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WORDMONGER

A Correction

You did a beautiful spread on the Low Bro (Jan.'95 issue). My husband and I waited anxiously for this edition to come out because my husband painted it. All of it. My husband is Ed Ramirez, aka "The Wizard."

I'm upset that you listed Ray Newton as the painter (twice) when he did not lay any paint whatsoever on that bike, except when he cleared the frame *outdoors* (it wasn't important enough to walk into the booth), which my husband had to redo.

Ray Newton's Autobody had this bike for more than three weeks and couldn't touch it. So, Denny Berg (a friend of my husband's) called The Wizard to bail him out, as the bike had to be done in two weeks. So even with this time limit, my husband sanded, prepped, primered, painted, and made the Low Bro pretty. You can even see our Wizard logo in white pearl on one of the side covers.

I just want to give credit where credit is due. My husband did a wonderful job, as he does on all his jobs. I'm tired of people taking advantage of his talent.

Michelle Ramirez
Huntington Beach, California

Special Treatment?

I was stoked to get the January issue. The new format is great, and it's nice to have a cover that holds up for more than one reading without smearing.

Just one question about the feature with the Luhnow twins. Do they get professional courtesy when they get pulled over by fellow officers for items like their pipes and turn signals? I was recently pulled over by one of Lori's fellow San Diego P.D. motorcycle officers who wrote me up for my pipes and turn signals. According to this officer, "Any exhaust other than stock is illegal in California and the turn signals must be DOT approved." I happened to have been using turn signals and pipes like the ones Lisa has on her bike. This officer also had the Screamin' Eagle and H-D accessory catalogs with him. He explained that the performance exhausts in these catalogs were illegal in California as well.

I'm not bitching about the ticket. These things sometimes happen when riding a Harley. I've learned to be resourceful in resolving matters like this. I guess I'm just intrigued by the bikes of the two law enforcement officers. I guess equipment laws are open to interpretation, since the police never break the law, right?

Jim Weed
San Diego, California

Pipe Lover

I sure love the pipes on J.P. Poland's "Medieval Madness" bike (Feb.1995 issue. pg.12). Can you tell me if the company (listed as Speedo's in the chart), is still in business and if so, how can I reach them?

Ken Rowley
P.O. Box 127
Francis Creek, WI 54214-0127

Speedo is currently unavailable.

No More Complaints

If any of your readers ever think they need a Harley appreciation course, just tell them to go work on a riceburner for a while. About a month ago I started in on the unfortunate project of repairing a Yamaha Virago (Harley look-alike, right?) that my erstwhile stepson wrecked. (I loaned him the bucks to buy the bike, and he wrecked it and split.)

Aside from apparently having been intentionally designed to be incredibly difficult to repair, the parts prices are unbelievable. Across the board, everything I had to buy was at least three times the price of the same part for a Harley.

I love my Harley! I'll never again complain about Harley parts that come from Japan—at least they're American-designed, engineered, and assembled.

Skip Thomsen
Pahoa, Hawaii

Letter From Ireland

To promote motorcycle tourism here in Ireland, MAG Ireland is considering producing a brochure or booklet aimed at foreign bikers. The planned contents would include good roads, pubs, campsites, hotels, general prices, and any other information we think would be of interest to someone planning a motorcycle holiday in Ireland. If there are any particular areas of information you would like to see covered in this brochure, please contact us so that we can put them in.

David French
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Ireland
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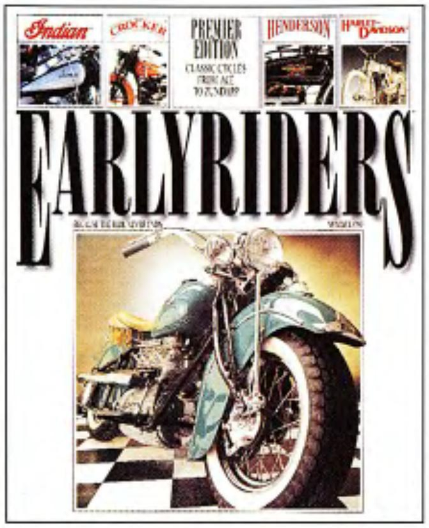
He's In Love

You guys suck if you don't get the babe with the Sporty (Jan. '95 issue, pg. 77) to pose with a feature bike. You're equally fucked if you don't give her my phone number, dimensions, and marital status so she can call and I can give her my paycheck, house, etc.

Like good scotch, you guys get better each year. Keep it up!

J.P.
Stockton, California



Good Words For The New Mag

The premier edition of your new magazine *Earlyriders* is simply superb! The front cover with the 3-D title effect is impressive. And the cover photo of the 1940 440 Indian appearing as though it's about to come out of its own photo is excellently achieved. Congratulations on a top quality magazine. Every article was so well done. Cover to cover, it's class.

Ray D. Gottfried
Upper Sandusky, Ohio

What a great first issue! *Earlyriders* instantly became my favorite motorcycle publication. I hardly missed the girls from the "other" magazine. My subscription order has been mailed.

In reference to "The Indians Are Coming," Indian was my first ride in the early '50s. But with its demise, I switched to Harleys. Superb local service was also a factor in this change. The love for Indian remained, and it was very exciting to learn of IMMI's plans to revive this great marque. Recently, it was announced that IMMI cannot use the Indian name and distinctive script. Bad news for all concerned investors and potential owners.

In October I saw the Century Chief at Daytona. Though nicely finished, something went awry with the genetic engineering. To me this clone is presently a 700-lb. monster with an ugly engine, forks that look like unscrewed ball-point pens, and almost-Indian fenders. The last real Indians, the Chiefs and Fours, were famous for their great looks, comfort, handling, and distinctive sound. The born-again IMMI Chief seems to have been conceived too far from the Springfield wigwam.

Note that Harley's success story is one of constant evolution without the loss of its original spirit. It's too early to circle the wagons, but keep your scouts on the story.

Col. John H. Wormley
Sarasota, Florida

No Helmet?

When you guys did the bit on Lorenzo Lamas for one of the *Easyriders* videos concerning his TV show *Renegade*, why didn't you ask him how he gets away with riding around California without a helmet to film scenes for the show? What's the deal here? Do they exempt you from wearin' a brainbucket if yer filmin' a fuggin' tee-vee show? I don't think we could get away with shit like that here in Texas.

Zorro
Groves, Texas

Some Info

I was admiring Don Butler's 1950 Pan in the January 1995 issue and noticed that he had put two horns on this particular piece of H-D history. The Jubilee-Trumpet horn is not the original piece that belongs on this bike. It replaced the conventional horn (the one mounted to the frame) from '54 to '64. The correct horn was made from '48 to '53. Also, the 4-fin timing cover ('53-'64) should have been an 8-fin ('48-'52). Don't get me wrong, I still think he did a beautiful job.

Also, could you please send me any info regarding '65 frames. I can't find any literature regarding Panhead frames, and I'd like to know if I have the correct one. The frame I have is a rigid on a '65 FLH bottom end with a '66 Shovel top, wide glide front end. I have to decide whether or not to completely restore my bike.

D.C.
6947 Calvin
Reseda, CA 91335

Call Buchanan's Inc.: (818) 280-4003.

A Knowledgeable Bro

A while back, I saw a photo in your magazine of a woman having her nipple pierced with an ear-piercing gun. As a piercing fan, I have to let your readers know that that's about the worst thing you can do! Ear studs are designed for the ear only, since the length of the stud through your earlobe is only about 1/8-inch long. (Serious piercers hate ear-piercing guns, even for ears.) Most women's nipples are wider than 1/8-inch. A fresh piercing should have plenty of room to breathe, and it needs to be cleaned regularly.

To get your nipples (or whatever) pierced properly, go to a reputable piercer, one who practices proper antiseptic procedures and uses surgical-grade stainless steel, since it's safest for most people. You may have to travel to a major city to get a knowledgeable piercer, but it's well worth it. One of the best and longest in the business: Gauntlet Enterprises in New York City or West Hollywood, California (mail-order jewelry available). Also: Body Manipulations in San Francisco, Body Basics in Chicago, and Logger at the Leather Rack in Washington, D.C.

"Rev." Lee
Washington, D.C.

Why Don't We?

If we bikers can raise a million-plus dollars in a single day (Love Ride), then why can't we raise that much and give it to ABATE, the MRF, etc.? Let's do something for ourselves—mainly for our freedom and the future of motorcycling. No one else is going to raise that money for us. And what if we raised that much money every year like they do for MDA? It might then be safe to say goodbye to helmets in all 50 states. So why don't we do it?

Milk
San Diego, California

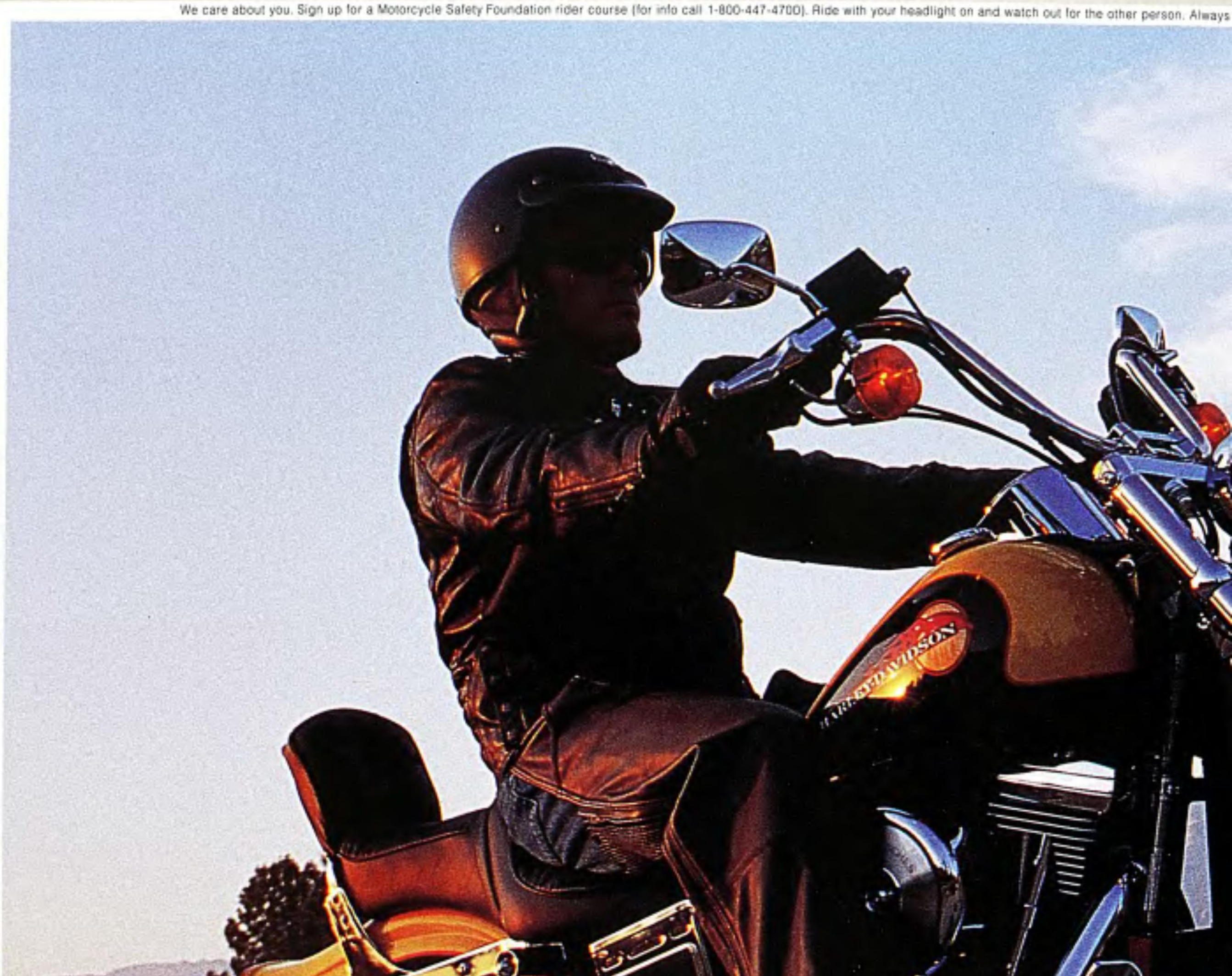
Good Words

Bravo for starting the year with Christy ("Eat your heart out, Cindy Crawford.") on the yellow Softail (Jan. '95 issue). Raiko and everyone else at the mag are doing a damn fine job.

Murphy T.
Rodney, Ontario

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

We care about you. Sign up for a Motorcycle Safety Foundation rider course (for info call 1-800-447-4700). Ride with your headlight on and watch out for the other person. Always



The boss's thum

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PAT'S MINI

COMPACT CRUISER ROLLS OUTTA TOMBSTONE

Not far from the O.K. Corral, where Wyatt Earp and his brothers, along with Doc Holliday, outblasted Ike Clanton and his pals, Tombstone, Arizona, resident Pat Kennedy has carved a special niche in the art form known as custom motorcycles. His forte is what some long-winded motorcycle magazine editor might call "the longitudinally extended neo-retro-look." In other words, Pat builds long motorcycles with traditional chopper styling cues updated for the 21st century. However, what you're seeing on these pages is a major (or, in this case, minor) departure.

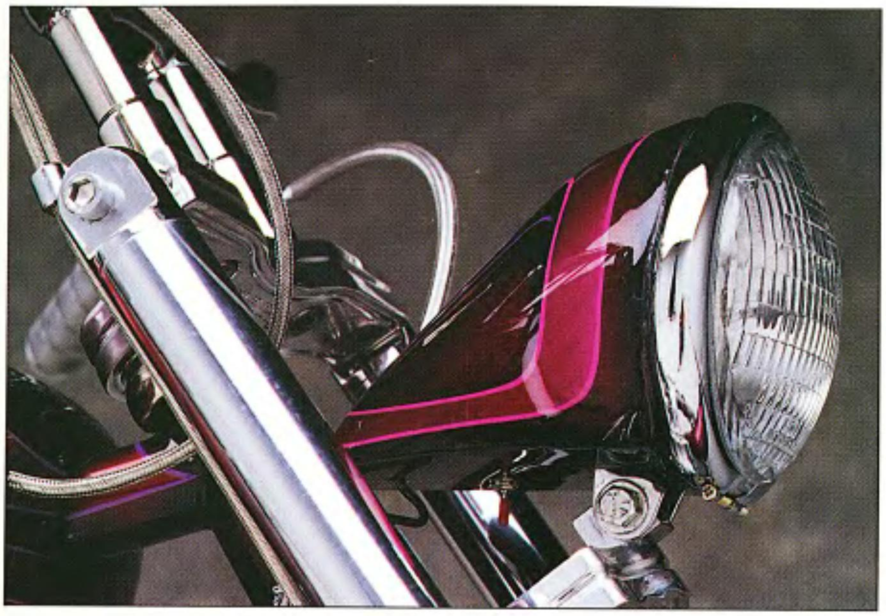
"The Mini-Bike Custom," so named because it is 2 inches →

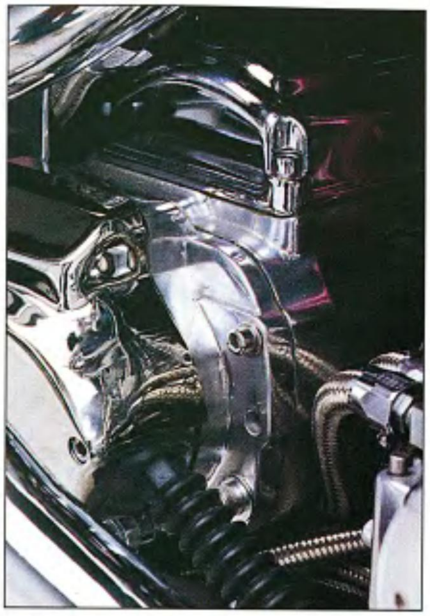
under stock, is extremely small for a Pat Kennedy bike—distinctive for their 10-foot stretches.

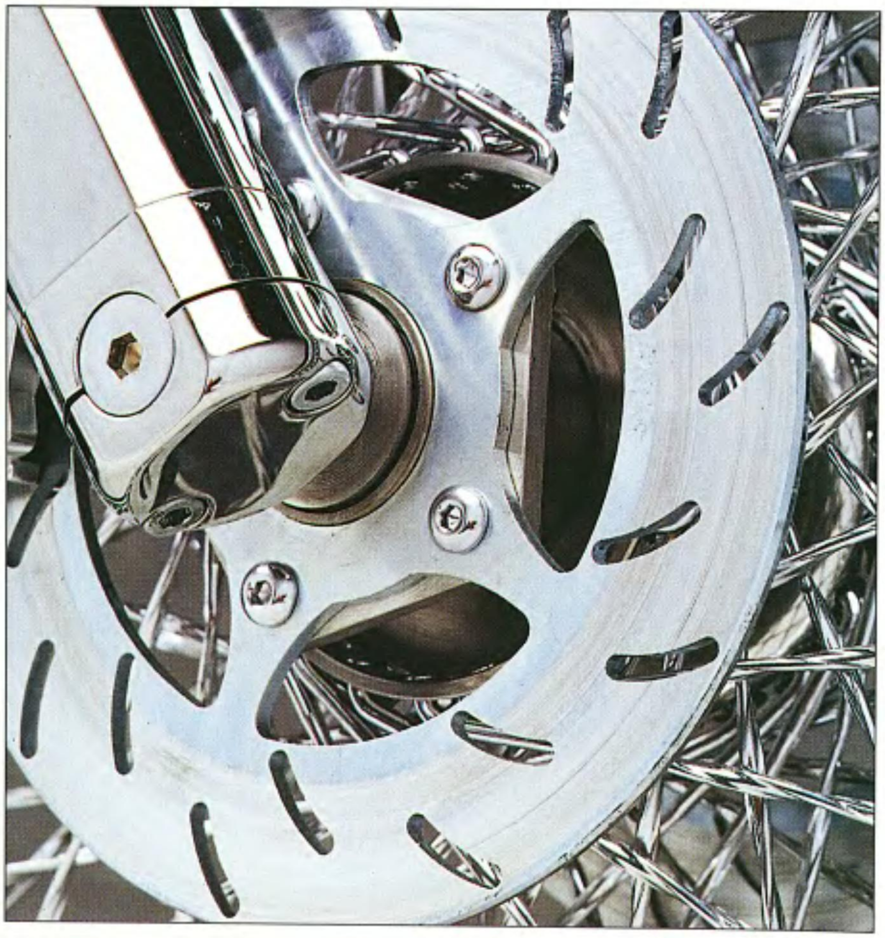
Originally intended as a showpiece at the 1994 Sturgis Rally, Pat came up with the Mini-Bike concept to illustrate the other end of the extreme custom spectrum. Besides being shorter, rather than over-stock in the fork department, the Mini also features one of Pat's new full-suspension frames. Other exclusive Pat Kennedy components include several popular products like the 55-pound (swingarm included) chrome moly frame, fenders, headlight, grips, pegs, handmade custom pipes, and fully adjustable fork assembly, not to mention the infamous 80-spoke wheels.

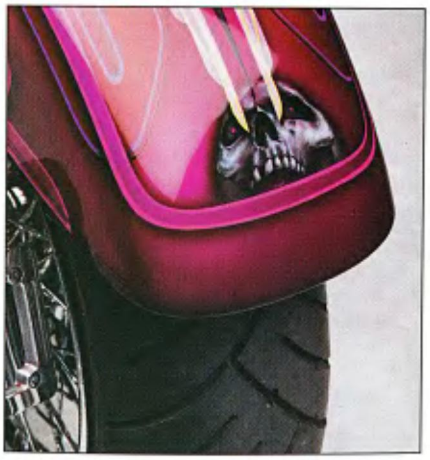
A Weber down draft carb feeds the 1994 80-cubic-inch Evo motor with STD cases teamed with a slew of S&S go-fast goodies including lower end

Another trick feature is the routing of the throttle cable through the gas tank









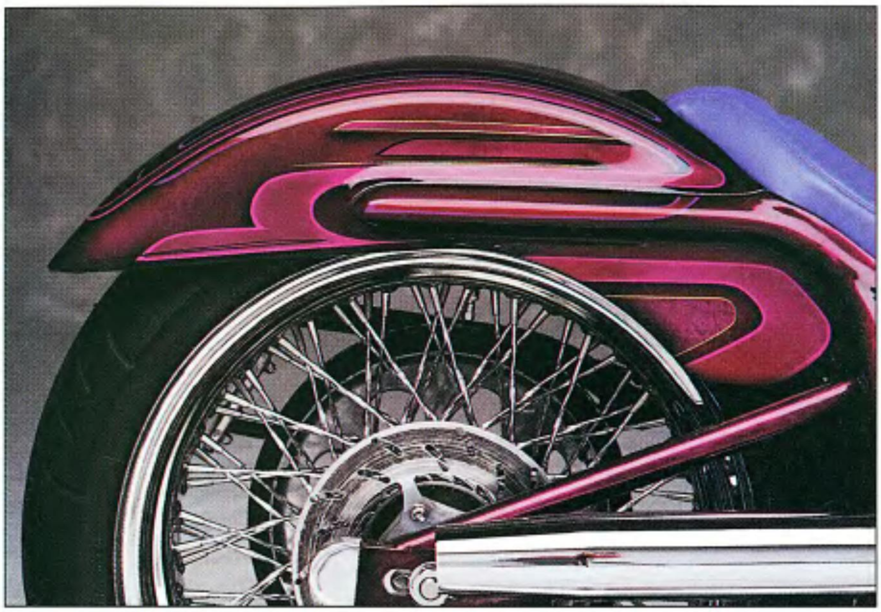
and pistons, while Dave Mackie massaged his Harley top end.

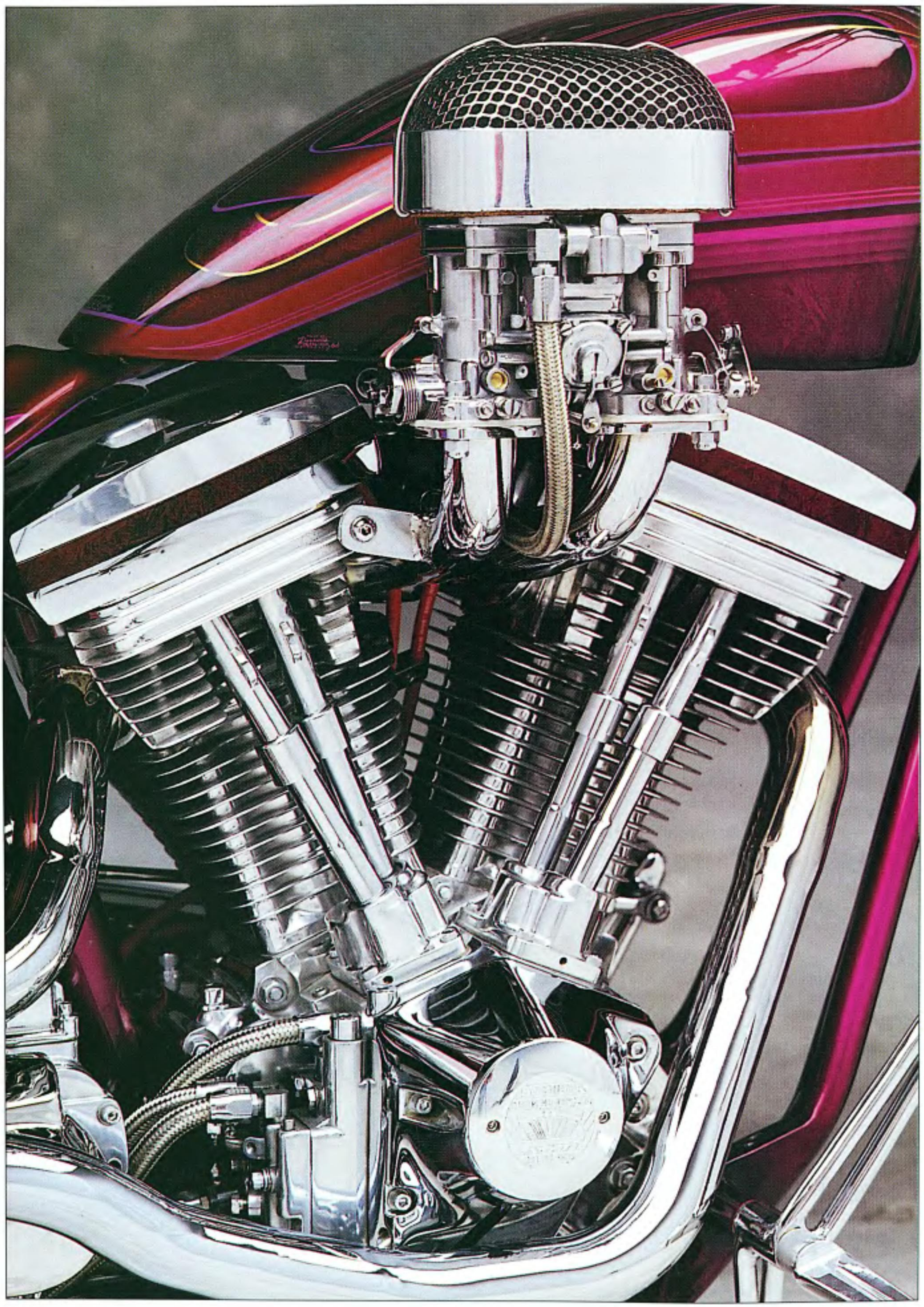
Pat personally made the fuel tank, stretching it to fill the extra length of the frame backbone. The filler cap was lowered and countersunk, while a fuel gauge, built into the side of the tank, offers the rider a precise view of his fuel supply. Another trick feature is the routing of the throttle cable through the gas tank, exiting through the airbrushed "eye" of the skull on the side of the tank.

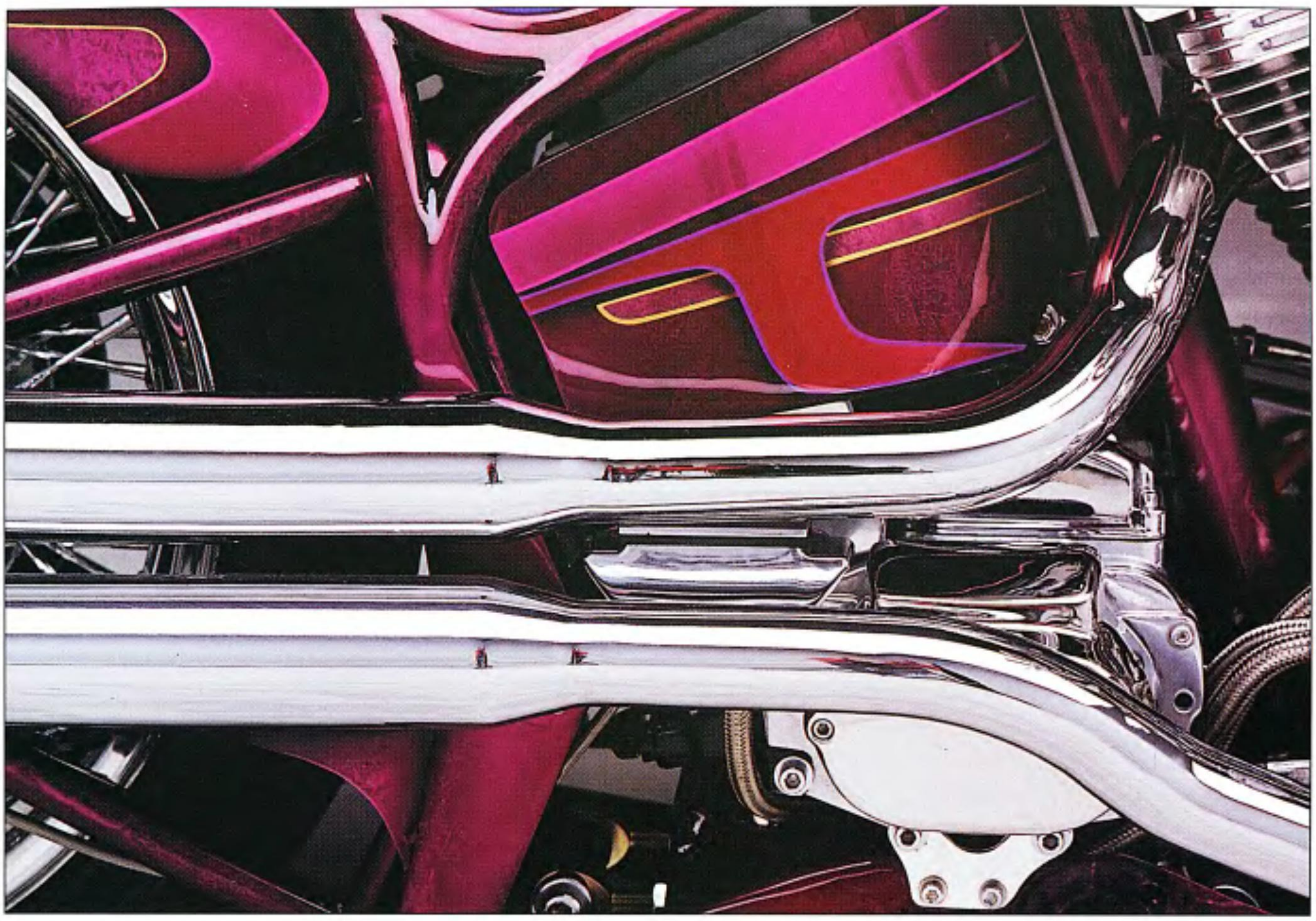
Credit for the Mini-Bike's iridescent red paint job goes to spray meister Darrell Pinney of X-Calibur (La Habra, California) who was flown into Tombstone to lay on the red, purple, and lavender candy pearls in addition to his special "skull" graphics. The unique seat was crafted by Keith's Upholstery of Ft. Lauderdale, Florida. Thanks to Pat's contouring and the frenching of the frame, the saddle achieves a "built-in" look.

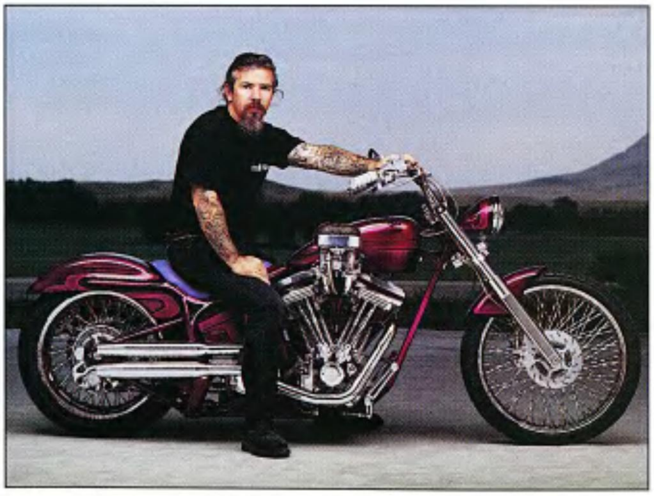
While the Mini was a conceptual exercise and not built for any particular customer, one participant at the Sturgis Rally, Jack Logan, fell in love at first sight (and first ride), and just had to add it to his collection of top-drawer customs. Not a bad addition.

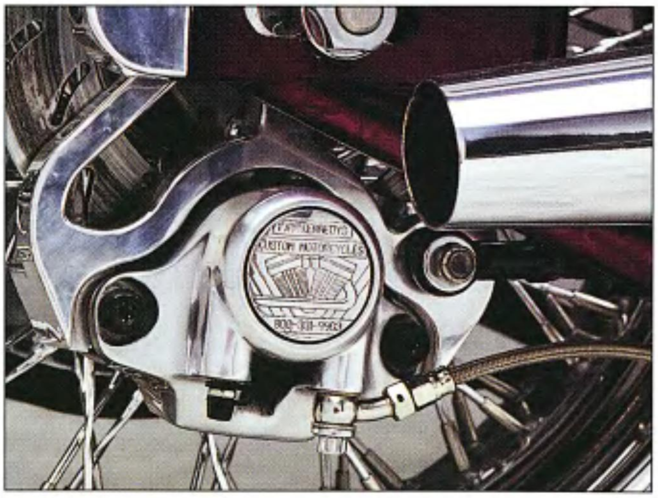
—*Grimy Limey* →











Owner: Jack Logan
City: Laguna Beach, California

General

Fabrication: Pat Kennedy's
Year and make: 1994 Pat Kennedy Custom
Model: Mini-Bike Custom
Chroming: Quality Plating

Engine

Year: 1994
Model: Evo
Rebuilder: Pat Kennedy's
Ignition: Dyna
Displacement: 80 cubic inches
Lower end: S&S
Pistons: S&S
Cases: STD
Heads: Dave Mackie
Cam: Leineweber
Carb(s): Weber down draft
Pipes: handmade, Pat Kennedy's
Modifications: baffled mufflers, S&S balancing, Kennedy's custom air cleaner

Transmission

Year: 1994 H-D
Modifications: Andrews gear package 68-tooth pulley wheel sprocket

Painting

Molding: Pat Kennedy
Painter: Darrell Pinney, X-Calibur
Color: red, purple, lavender
Special paint: skull graphics, Darrell

Frame

Builder: Pat Kennedy's
Type: chrome moly
Modifications: 33 degree rake, all custom molding

Accessories

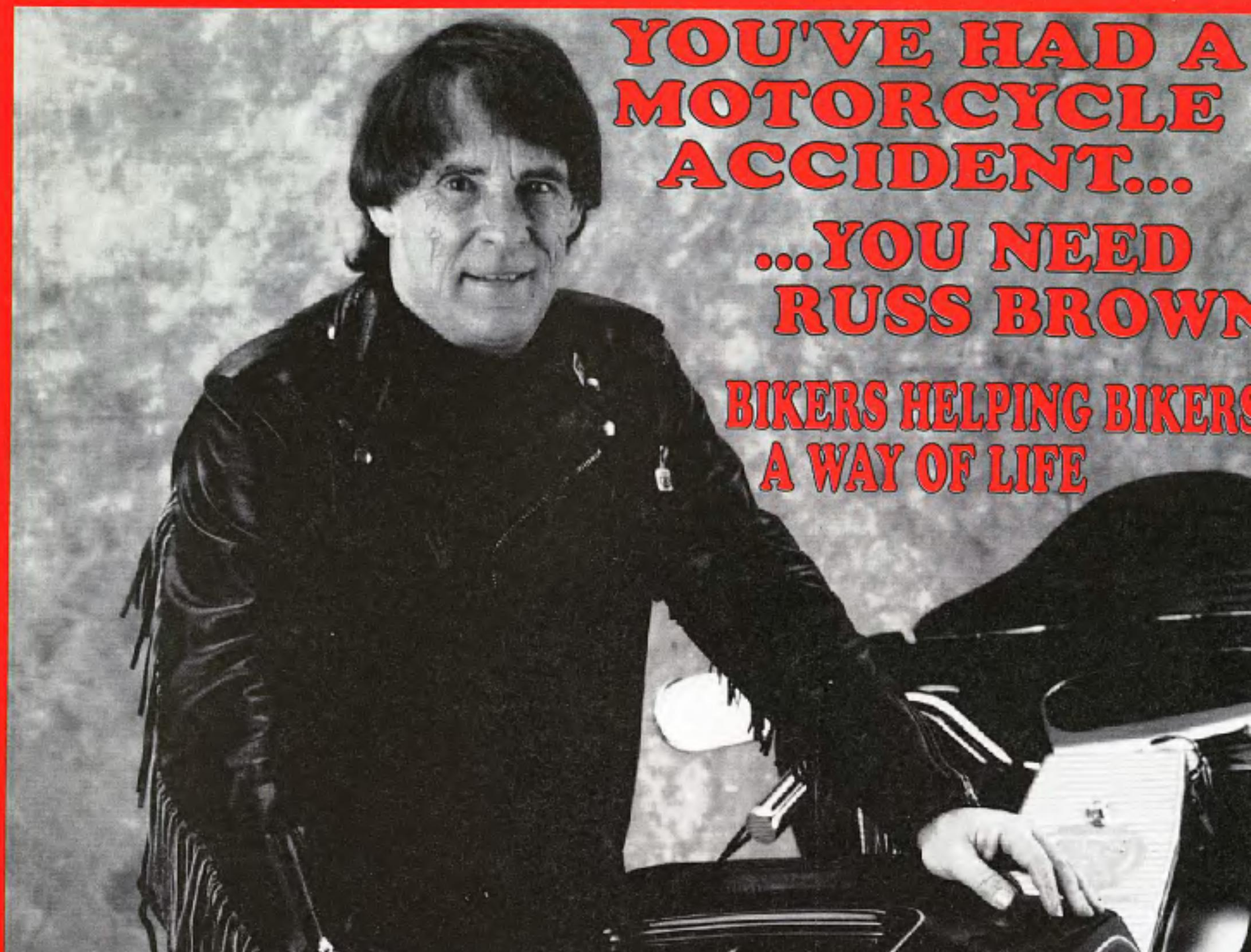
Bars: handmade, Pat Kennedy's
Fenders: Pat Kennedy's
Headlight: Pat Kennedy's
Taillight: Lucas type
Speedo: none
Pegs: Pat Kennedy's
Gas tank: Pat Kennedy's Custom
Oil tank: H-D FXST
Seat: Keith's Upholstery
Mirrors: billet
Grips: Pat Kennedy's

Forks

Type: Pat Kennedy's;
Modifications: totally adjustable rake, 2 inches under

Wheels (80-spoke w/ shoulderless nipples)
Front: 21-inch Metzeler, S&S hub, ISR
Rear: 18-inch, S&S hub, Metzeler, H-D

Photos: Mike Lichter



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ABATE OF WASHINGTON RESPONDS TO UCLA HELMET STUDY

In the wake of the recent media attention centered on a helmet study conducted by UCLA, ABATE of Washington applauds the media's concern for motorcycle-related issues and gives thanks for bringing to the public's attention topics that involve riding motorcycles. However, according to Jana Rhoads Godfrey, community relations director for ABATE of Washington, "Claims made by the UCLA study recently published are not consistent with data available from other national sources." In a recent response to an editorial by Ken Schram of Seattle's KOMO TV she presented the following information:

The Insurance Institute of Highway Safety paid UCLA to produce this study. The insurance industry lobbies strongly for mandatory motorcycle and bicycle helmet laws. In the process of advancing their profit agenda, the Insurance Institute produced a report that is flawed in the following ways: 1) It discounts the effect of rider training as a significant factor in reducing accidents; 2) it does not credit the reduction of ridership as a significant factor in reducing accidents; 3) it does not credit the reduction of accidents for the reduction in fatalities; 4) it measures the fatality rate as a function of motorcycle registrations instead of miles ridden or fatalities per accident.

Also, hidden in the report's data tables is an interesting statistic showing that the category of the most severe head injuries increased by nearly 30% since California's mandatory helmet law took effect.

According to the California Highway Patrol (CHP), a sharp 25% drop in accidents in the first year of their helmet law was the result of both the reduction of ridership as a result of the new helmet law and its extremely successful six-year-old rider education program.

In the same period, California's DMV reports that motorcycle registrations dropped by 56,000 (roughly 10%), lead by a 20% drop in new registration, while overall vehicle registrations remained flat. The DMV also reports that licenses to drive all vehicles increased by 1,000,000. A ridership survey conducted by ABATE of California indicated that motorcyclists rode 18% fewer miles in the first year of the helmet law.

The Insurance Institute study admits, "We could not identify any significant changes in legislation, overall weather conditions, highway speeds, or motorcycle design features during the two years that would have significantly altered exposure to a crash or subsequent injury." One could conclude that the effect of the helmet law itself, not the use of helmets, is responsible for the fatality reductions claimed in the Insurance Institute study.

ABATE of Washington agrees with nationwide fatality figures showing that the 25 states that do not require all riders to wear helmets had a fatality rate of 2.90, while helmet law states had a fatality rate of 2.98. The fatality rate is the only true measure of the survivability of any accident. If helmets do provide any measurable safety benefit, it would be reflected by a sharp reduction in fatality rates. Futhermore, while helmet states have 61% of the registered motorcycles, they comprise 64% of both accidents and fatalities. Our own state's figures have dropped about one third since the implementation of Washington's nationally recognized Rider Safety Education Program.

Roughly 70% of all accidents involving motorcycles are the fault of car drivers, many of whom are uninsured, underinsured, or whose insurance company avoid paying claims. "If there really is a public burden generated in the care of injuried or killed motorcyclists, then automobile drivers must take responsibility for their contribution.

Sources: *1994 Motorcycle Statistical Annual* (published by the Motorcycle Industry Council and compiled from data supplied by more than 100 state motor vehicle and highway safety agencies), *California Highway Patrol Perspectives 1992*.

For more info contact: Jana Rhoads Godfrey, ABATE of Wash., (206) 778-4333; Paul J. Rafter, Government Affairs Editor, *Thunder Press* (days: (408) 447-5761, eves: (408) 246-7949); Bill Bish, National Coalition of Motorcyclists, (800) 525-5355; Paul Lax, ABATE of Calif., (800) 540-1979.

—*ABATE of Washington*

ABATE OF S.C. AND ACLU FILE SUIT AGAINST SOUTH CAROLINA COPS

By the time this hits the stands, The American Civil Liberties Union (ACLU), with assistance from ABATE of South Carolina, will have already filed a federal class action lawsuit in response to the violation of the Constitutional rights of the participants in the American Red Cross Southeast Bike Rally that occurred on September 11, 1994, at the Piedmont Interstate Fairgrounds in Spartanburg, South Carolina.

At a meeting in Greenville on December 8, 1994, plaintiffs and attorneys working for the ACLU met to discuss plans for the lawsuit. Columbia lawyer Gaston Fairey (of the law firm of Fairey, Parise, and Mills) will be the lead attorney on the proposed suit.

The suit will seek an injunction against future actions by South Carolina law enforcement personnel, to include a declaratory judgment that such conduct is illegal, and which also includes punitive and real damages. It will be filed under Section 42 of U.S. Code 1983 of the Civil Rights Act. The suit will claim violations of 1st Amendment rights of freedom of association and assembly as well as 4th Amendment protections against unreasonable search and seizures.

As many of you know by now, this suit stems from an incident at the Spartanburg fairgrounds where more than 550 bikers participated in a poker run raising money for the Red Cross.

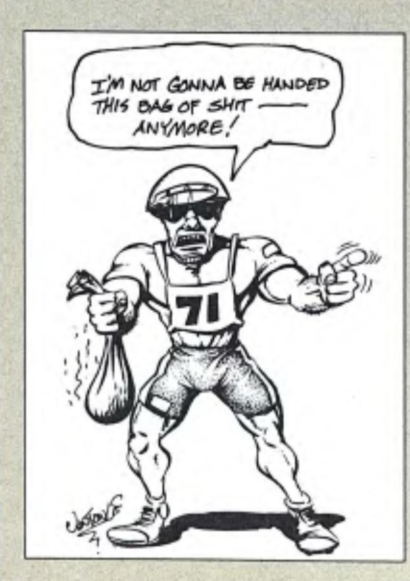
Because of the illegal actions put forth by South Carolina law enforcement, papers have been served to Chief W.C.Bain, head of the Spartanburg Department of Public Safety. They were notices of separate lawsuits filed in state courtby Larry Finklea and Ron Collins. Larry's the newly elected director of the Greenville Harley Owner's Group (H.O.G.), and Ron is also a member. The suits were filed by Greenville attorney Richard Warder.

ABATE of South Carolina has established a legal defense fund in order to cover the cost arising from our assistance with the federal class action lawsuit, resulting from the constitutional rights violations as mentioned above. Donations may be sent to: ABATE of S.C. Legal Defense Fund, C/O Walt Goodman, Rt. 3 Box 433, Ridgeway, SC 29130-9529.

ABATE of S.C. is responsible for communicating with the plaintiffs and is helping with collecting information from witnesses.Costs associated with trying this case could exceed $20,000, according to lead attorney Gaston Fairey.

—ABATE Of South Carolina

CALIFORNIA MOUNTAIN BIKERS FIGHT BACK AGAINST UNJUST TREATMENT



All-terrain bicycling was born on Mt. Tamalpain in Northern California's Marin County, and Mt. Tam has been at the cutting edge of mountain bike problems ever since.

Due to overcrowding and conflicts between different types of trail users, there's just one trail left where bicyclists can ride legally, and that path has a ridiculously low speed limit of 15 miles per hour. How is this limit enforced, you ask? Why, with radar. You see, a macho "crime fightin' ranger" hides behind a boulder or a tree with a radar gun, takes readings, then radios ahead to his buddies who have the trail blocked off. Nice guys, huh? The offending rider gets a $200 citation. At least that's the way it worked until a "reality check" gave the "Power Rangers" something to think about.

In their greedy haste they foolishly ticketed a lawyer who challenged his citation on the basis of entrapment (the hidden, radar-wielding ranger), inadmissible evidence (the ranger issuing the citations never sees the radar reading), and exorbitant penalties (an equivalent ticket for a car driver would cost $50).

The mountain bikers had enough of being labeled the bad guys and fought back in a way that motorcyclists can really appreciate and relate too. Thanks to the *RADAR Reporter* for providing us with this information.

—Twiggy

THE FIGHT FOR FREEDOM
IS FOR *ALL* AMERICANS

Recently, a friend of mine who owns a bike shop in Lancaster, Pa., asked me, "Why do you guys waste so much time arguing about the helmet law when there are so many other important issues?"

I said, "We argue about the helmet law so that guys like you can sell aftermarket parts, and I can buy them. We argue about it so we don't have to argue about the other issues that go to the heart of motorcycling. Do you think the NRA argues for armor-piercing bullets because all their members want to put holes in tanks?"

We must be the extremists. As Barry Goldwater said, "Moderation in the pursuit of liberty is no virtue and extremism in the defense of freedom is no vice." Let's accept our role willingly. We are the shock troops. We must be at the forefront. In accepting this role, we must recognize that our movement is a small part of many struggling against what is increasingly becoming a conformist society headed by an increasingly repressive government. We should see that the logic of freedom of choice (in our case wearing helmets) also applies to the right of women to make reproductive choices without government interference. It applies to people who choose to alter their reality without fear of arrest or imprisonment. Our choice of a "biker lifestyle" means, if we are serious about freedom, we must tolerate other alternative lifestyles, from yuppies to gays, regardless of how we feel about these lifestyles. If we complain of discrimination, we should not encourage or condone racism. We must, in our differences, recognize the rights of those inside and outside our movement to make their own choices.

We can't afford to become myopic, believing our issues to be the only ones regarding freedom and oppression today. The "War on Drugs" (better termed as the "War on the Bill of Rights") and political attacks on the way people live are acts of desperation from those in office who cannot solve real problems. These politicians are dangerous because they are desperate due to their inability to solve society's problems. Their response is a more restrictive society and more police powers. We must see the whole picture. It is bigger than motorcycling. Explaining our positions to others who are not motorcyclists in terms of their own movement helps them to better understand that we are not a group of thug thrill seekers. It recruits them to our cause and encourages them to attempt to recruit us to theirs. It changes their orientation.

I am for the Ninth Amendment. I believe in individual rights, not the rights of any federal or state government to control me. We must, in view of what is happening today, reevaluate our ideological bases and not be afraid to redirect. Don't be afraid to be different. Don't be afraid to think and rethink. We must always be willing to re-evaluate.—*Rick Gray,*

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MRF'S NEW MEMBER

Photo: Ralphie Sue

The Motorcycle Riders Foundation has hired Carol Simpson of Nashville, Tennessee, to fill its new position of legislative assistant in Washington, D.C.

A dedicated and determined, esteemed member of Tennessee's CMT/ABATE, Simpson's responsibilities with that organization have included: Freedom Rally coordinator, legislative committee chairman and lobbyist. Said Simpson: "One of my most rewarding experiences with CMT/ABATE was coordinating our efforts to help elect Fred Thompson (R) to the U.S. Senate." With CMT/ABATE's help, Thompson defeated Representative Jim Cooper (D), the sponser of the federal helmet law in the House [both men were vying for the senate seat vacated by Vice President Al Gore].

This is not the first time that Rep. Cooper inspired Simpson to action that had national impact on the bikers' rights movement. In a 1991 meeting, Cooper stated if the state of Tennessee did not want him to enact a federal helmet law then have it tell him so. Simpson promptly went back to Tennessee and lobbied the Tennessee Legislature to pass a resolution opposing Cooper's bill. "Tennessee passed the first resolution in the country opposing the federal mandate on helmet laws. Carol started a national trend that is now a major part of our lobbying efforts," stated MRF vice president of government relations Wayne Curtin.

Congratulations to Ms. Simpson on her new position; may she continue to fight the god fight.

—*MRF*

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4 CORNERS
Rally Schedule

THURSDAY, AUGUST 31
10 a.m.-3 p.m.: U.S. National Motorcyclists' Rights Conference, Iron Horse Inn, Durango

12 p.m.-4 p.m.: H-D Demo Fleet, Ignacio. Bear Dance grounds

12 p.m.: Rally gate open through evening. Booths and displays set up

4 p.m.-6 p.m.: Durango Gallery Poker Walk, Toh-Atin Gallery Art, on Main. New West Galleries, Aisling Studio, Taos Traders, Aquarius Adventures

6 p.m.: Biker BBQ and entertainment. Red Mountain Ranch, 2 miles north of Durango, Old Fort. $12/person. Info: (303) 247-9796

10 a.m.-5 p.m.: H.O.G. Hospitality room and H-D Mall, La Plata County Fair grounds, Durango

FRIDAY, SEPTEMBER 1
Daily side tours to area attractions or casino gambling at bikers' leisure

8 a.m.: Gates open

8:30 a.m.: Christian Motorcycle Association Services at Main Tent

9 a.m. Senator Campbell's Mesa Verde run. Leave from Durango Mall

9 a.m.-4 p.m.: H-D Demo Fleet, Bear Dance grounds, Ignacio

10 a.m.-9 p.m.: Booths and displays open

10 a.m.-5 p.m.: H-D Mall and H.O.G. hospitality, La Plata County Fairgrounds, Durango

3 p.m.: Senator Campbell's tour of Aztec ruins, leave from front gate of Sky Ute Downs, Ignacio

7 p.m.: Durango pro Rodeo, La Plata County Fairgrounds

7 p.m.-12 a.m.: High Stakes Bikers Bingo,Sky Ute Lodge. Register at casino for new H-D to be given away at Sunday concert

8 p.m.-12 a.m.: Red Rock Roosters Band, biker dance and bonfire

SATURDAY, SEPTEMBER 2
Daily side tours to area attractions or casino gambling at bikers' leisure

8 a.m.: Gates open

8 a.m.-11 a.m.: Pancake breakfast, South Fork Ranch, Sky Ute Downs

8:30 a.m.: Christian Motorcycle Association services, main tent

9 a.m.: Senator Campbell's Silverton run. Leave from Durango High School.

9 a.m.-4 p.m.: H-D Demo Fleet, Bear Dance ground, Ignacio. Skydivers throughout the day

10 a.m.-5 p.m.: H-D Mall and H.O.G. hospitality, La Plate County Fairgrounds, Durango

10 a.m.-10 p.m.: Booths and displays open.

Noon: Rocky Mountain custom and antique bike show. La Plate County Fairgrounds
1 p.m.-4 p.m.: Speedway Racing

1 p.m.-5 p.m.: field events in front of grandstand. Register at command center by noon

3 p.m.: Ride-in show bikes judged. Register at command center by noon

5 p.m.: The Shootists, Western Village near stage

5 p.m.: All woman's parade throughout Ignacio & tour to Vallecito Lake. Leave from Sky Ute Downs front gate.

6 p.m.-8 p.m.: ABATE pig roast.

6 p.m.-8 p.m.: Tattoo, beer belly, arm wrestling contests, on stage Sky Ute Downs

8 p.m.-12 a.m.: Ralph Dinosaur Band, dance & bonfire. Casino is open. Register to win new H-D

SUNDAY, SEPTEMBER 3
Daily side tours to area attractions or casino gambling at bikers' leisure

8 a.m.: Gates open

8 a.m.: Christian Motorcycle Association Services, Main Tent

9 a.m.-4 p.m.: H-D Demo Fleet, Bear Dance grounds, Ignacio

9 a.m.: Staging for Blessing of the Bikes, Christian Motorcycle Association & Southern Ute Spiritual Leader, Durango Mall

10 a.m.: Parade of the Iron Horses, bikers encouraged to fly state flags, leave from Durango Mall. Grand Marshal, Lorenzo Lamas (invited)

10 a.m.-5 p.m.: H-D Mall & H.O.G. hospitality, La Plate Co. Fairgrounds, Durango. Skydivers throughout day

10 a.m.-10 p.m.: Booths and diplays open

11:30 a.m.: Veterans' run to the Vietnam Memorial in Farmington. Leaves Sky Ute Downs front gate

1 p.m.: Back Alley Band

3 p.m.-6 p.m.: Moto cross

5 p.m.: Mountain man knife and tomahawk throwing demonstration, center field.

8 p.m. - 12 a.m.: Mike Jones Band, biker dance & bonfire. New Harley bike giveaway to beannounced.

MONDAY, SEPTEMBER 4
Daily side tours to area attractions or casino gambling at bikers' leisure

8 a.m.: Gates open

8:30 a.m.: Christian Motorcycle Association Services, main tent

10 a.m.-6 p.m.: Booths and displays open

10 a.m.-2 p.m.: Moto cross

Noon: Bubba Blackwell's American Motorcycle Daredevil Show, Sky Ute Downs.

2 p.m.: Dirt drag racing

4 p.m.: Closing ceremony.

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Edward's Cycle, 13220 N. Cave Creek Rd., Phoenix

California
Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
Eagle's Nest, 127 East Tulare Ave., Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Custom Harleys, 5931 Van Nuys Blvd., Van Nuys
Palm Springs Harley-Davidson, 19465 N. Indian Ave. North Palm Springs
Easyriders Store, 7450 Melrose, Los Angeles
Easyriders of Fresno, 105 Dakota, Suite 111, Clovis
Easyriders of San Diego, 363 Fifth Ave., San Diego
Pomona Valley H-D, 1125 W. Holt, Ontario
South Coast Harley-Davidson, 345 E St., Chula Vista

Colorado
John's H-D, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, Inc., 2571 Hwy. 6&50, Grand Junction
Two Wheelers M/C Shop, 1433 W. 38th Ave., Denver

Florida
Ace Motorcycle Co., 4336 Tamiami Tr., Charlotte Harbor
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's H-D, 17129 U.S. North Clearwater
Miler's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5969 Haines Rd., St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Heaven Cycle, 7254 S. W. 40th St., Miami
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Brothers III, 2401 N.W. 16th Ln., Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Easyriders of Naples, 1450 Airport Rd., Naples
Easyriders Coconut Grove, 2996 McFarlane Rd, Coconut Grove

Georgia
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus

Illinois
Chicago H-D, Inc., 6868 N. Western, Chicago
Walter's Bros H-D, 1212 S/W Jefferson St., Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Maverick Motorcycles, 8051 West U.S. 30, Larwill
Custom Cycle Creations & Restoration, 10 W. Hanover, New Baden
M&M Custom, 425 S. Century, Rantoul

Iowa
Cyclepedia Corp, 1824 Dean Ave., Des Moines

Kansas
Central M/C Inc., 13010 W. 63rd, Shawnee
Newton Cycle & Leather, 115 S. Kansas, Newton

Maryland
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts
Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd., Roseville
McNasty's Cycles, 23565 Van Born, Taylor

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri
Easyriders of St. Louis, 14912 Manchester Rd., Ballwin

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas
Easyriders of Las Vegas, 4600 W. Tropicana, Las Vegas

New Jersey
Kosco H-D, 8 E. Garden Pl., Pompton Plains

New York
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
Al's Cycle Parts, 315 E. Dominick St., Rome
Easyriders of Long Island, 201 Main St., Port Jefferson

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Durham H-D, 819 N. Miami Blvd., Durham
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders of Fayetteville, 4424 Bragg Blvd., Fayetteville

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Don's Custom Cycle, 8619 Harrison Pike, Cleves
J & J Cycles, 3937 Montgomery Rd., Norwood
Mainstreet *Easyriders*, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St., Columbus

Oregon
Easyriders of Portland, 17999 SW Lower Boones Ferry Road, Tigard

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville
Wyoming Valley Wheels, Bridge & Beade Sts., Plymouth

South Carolina
Doug's H-D, 2790 Pamplico Hwy., Florence
Low Country H-D, 4405 Dorchester Rd., Charleston

Texas
D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Houston, 5803 Richmond, Houston
Easyriders of Laredo, 602 West Calton, Laredo

Tennessee
C&S H-D, 4600 Delaware Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia
Departure Bike Works, 3093 Hull St., Richmond
Shenandoah H-D, 2800 C West Main St., Waynesboro

Washington
Chrome Horse Custom Cycle, 233 S. 1st., Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd., Vancouver
Rebel M/C Mart, 1113 River Rd., Puyallup

Wisconsin
Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay

You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

SHACK OF SHAME

Snakes and politicians have a lot in common. They'll both slither out from under a rock and attack when you least expect it. One such snake is Chuck Landers, an Anchorage, Alaska, Municipal Assemblyman.

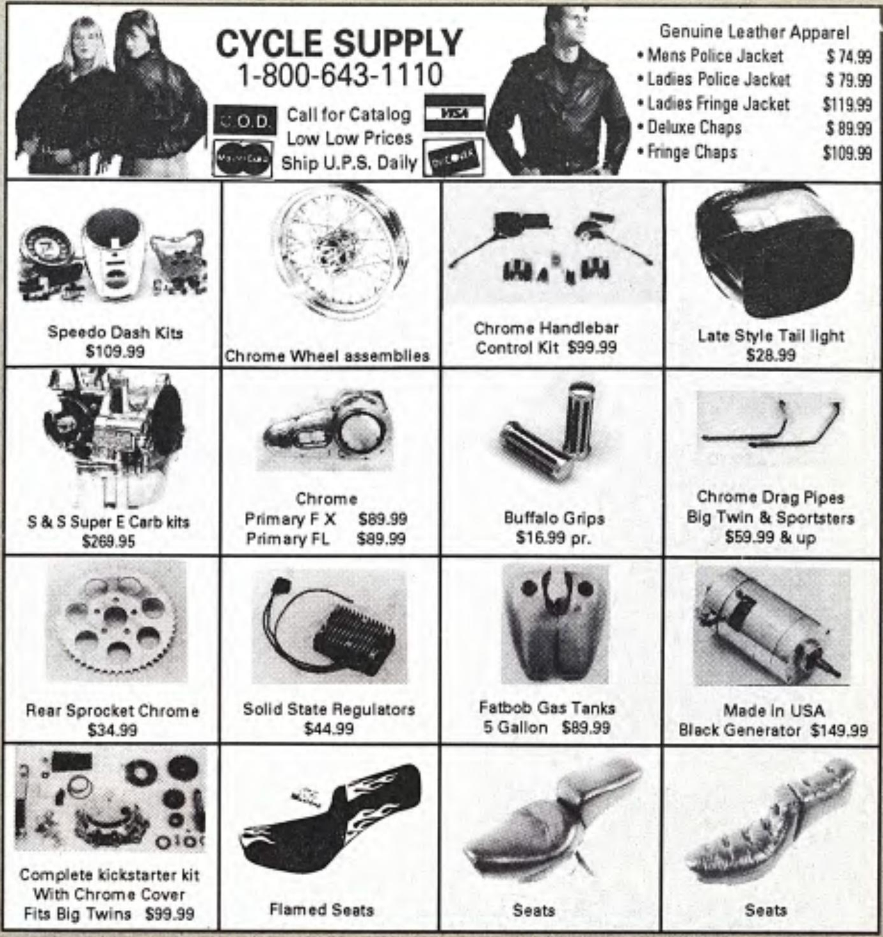
Landers first came to my attention during a hearing of Senate Joint Resolution #29 in the House Transportation Committee. The Resolution, which would demand that the federal government repeal all laws attempting to regulate our state's right to govern ourselves, was passed overwhelmingly. But not before Landers inflicted his consciousness on humanity. He identified himself and stated that as an "organ transplant recipient" he didn't think the state of Alaska should pass a mandatory helmet law because dead bikers were an excellent source of organs for regular people. Adding insult to injury, he went on to say that the state should pass a helmet law to protect us [motorcyclists] from our own stupidity.

However, it wasn't long afterwards that Landers showed his true colors to the people of Alaska when he was found guilty of fraud for using his business partner's engineering stamp to falsify official documents. This forced Landers to step down from the Anchorage Assembly, becoming the first politician in the municipality's history to leave office for jail.

Unfortunately, his punishment only consisted of 13 ½ days in jail, $4,000 in fines, 160 hours of community service, and prohibits him from working in civil engineering for a year. What a joke.

The freedom loving motorcyclists of Alaska have one question for Landers: "Can we have our kidney back?"

—Scott Hamann
President, Kenai Peninsula ABATE



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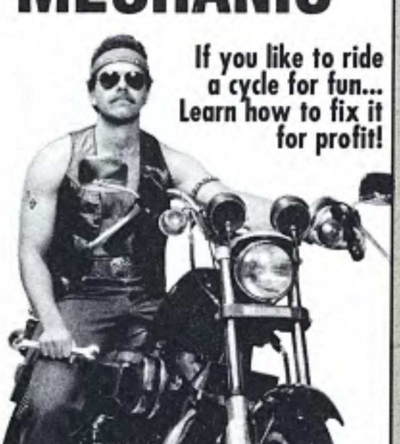

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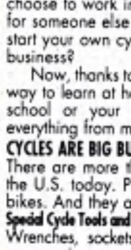

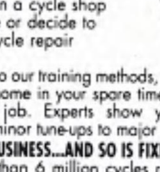

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SHORT STROKES
RAIN DROPS

Yeah, I know it's April, and the riding weather is bountiful, but I just experienced the "storm of the century," according to *NBC Nightly News*. This baby dumped 7 inches of rain on L.A. in one 24-hour period. That's enough to drench any riding spirit. It's also more rain than we generally get during an entire year. Let's hope the news is sunny....**Atlanta attorney Dennis Scheib** stopped by the D.A.'s office on his way to court. Outside the office, he saw two officers chasing a man, and he joined the pursuit. After catching and handcuffing the fugitive, Sheib learned the man was his new client ....**A women in England** divorced her husband of 46 years 'cause he cussed too goddamn much. Even the 21-month-old grandson had taken up his habits—that was the last straw ....*Motorcycle Consumer News'* 1994 Freddie Awards gave the "Public Enemy Number One" award to W.C. Bain, Chief of Police, Spartanburg, South Carolina, and Lt. Ronald Cook of South Carolina's State Special Law Enforcement Division, after the law enforcement duo attacked 400 peaceful riders during a charity run for the Amerian Red Cross. Even the governor apologized, but Lt. Cook has been reported to have told several motorcycle groups since then that any attempt to hold any kind of gathering in South Carolina will encounter the same treatment. These guys need one-way tickets to Bosnia....**On the other hand,** the AMA has allotted $100,000 to fight health insurance discrimination aimed at motorcyclists. If you encounter insurance discrimination because you ride a bike, contact the AMA....**And now for your business report.** Motorcycle sales are up again this year, according to the Motorcycle Industry Council. Keep in mind that the high-water mark was in 1975 with 1.25 million bikes sold that year, although in 1985 a half-million rolled out of showrooms with new owners; the low ebb was in 1990 with sales bottoming at 158,000 new street bikes sold. Last year sales tipped the 200,000 line. Harley's setting the pace with 33% of the sales, higher than any of the other makes. One point we've learned the hard way over the last 10 years is that we're not running out of land, real estate went down the tubes, and just because there's more people around doesn't mean that you'll sell more of anything. More changes are just around the next calendar....**In a recent study** by George Hoffer and Steven Peterson, professor and assistant professor of economics at Virginia Commonwealth University, examined insurance data on personal-injury claims. They found that claims actually increased on 18 of 31 car models after airbags were installed. For instance: Claim frequency increased for every Chrysler product through the 1990 model year after the vehicles were equipped with airbags. The study covered only claim frequency, not severity of injuries. This follows a study by the insurance industry (Highway Loss Data Institute) that said anti-lock brakes aren't reducing either the frequency or the cost of crashes that result in insurance claims for vehicle damage. So what's going on? In a recent econometric study, Chirinko and Edward Harper Jr. concluded that airbags may save lives, but their effectiveness may be so diminished by offsetting behavior that the government mandate for them wouldn't survive a cost benefit analysis. The above was from *Car and Driver;* they explain that the bottom line is that the safer you feel the more risks you'll take....**That's all I can take** for now. Creating some semblance of understanding in the world gets more confusing each day. It's comforting to know that one kick or the push of a button can blow the doors off my neighbor's worthless house and escape the sagging stock market for fresh air, warm whiskey, and the ever-popular touch of a woman. Now, if it would only stop raining.

—Bandit

This month's column came together by the skin of my teeth and the help of Parkay, S.C., and James A. Weed, San Diego, Calif.

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FLYIN FREE
MUM'S FIRST MOTORCYCLE

The terrible war was over—at last! Gone was the nagging, latent anxiety that marred the everyday existence of those who'd remained behind. The young, Canadian-reared girl, with the long chestnut curls and open smile, perceived a new freedom looming on the horizon. It was as if a great weight had been lifted from her shoulders, and she was determined to celebrate.

Her name was Audrey Hauck. Audrey had been painstakingly saving her pennies from her plastic assembly job at the local factory for the duration of the war, denying herself everything but the barest of essentials. Now, she knew how to spend at least some of that hard-earned money. She headed straight for downtown in her community of Quadra, a small island off the coast of Vancouver, Canada. There, Audrey would find the local bike shop and would buy her very first bike—a brand-new 1945 Harley-Davidson Knucklehead.

For so long, she'd sat on the back of a bike and dreamed of ownership. She couldn't believe her good fortune. She now started up the vibrating machine, twisted the throttle, and soared in the wind, making her way over the curvy, tree-lined roads and heading home. She'd never felt quite so free or so joyous. This was a day she would never forget, she thought, at once deciding to share this occasion with tales told to her children who were yet to be.

There would be other bikes throughout the years, as well. Yet, never would any bike mean quite as much to her as did that very first Knuckle, and what it had symbolized to the hard-working country girl who'd nurtured dreams of speed and the freedom of the open road. For her, being in the wind symbolized a coming home.

The above is a fictionalized account of how it could have been for Audrey Hauck, a young, attractive girl from Canada, who'd purchased her first bike at age 21. While the story is not real, the vintage photos and the girl are.

—Paula Dion

Photos: from Sherri and Audrey Hauk and Biker Bob

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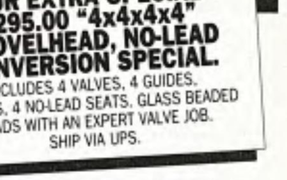

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PASSING GAS

It had been a slow night at the small-town tavern, and with only one customer in the joint, the bartender telephoned his ol' lady and told her, "I'll be home early tonight, Patty, so go ahead and put dinner on the stove."

But just then, another customer walked through the door and took a seat at the bar next to the other guy.

"Where are you from?" asked the first.

"Five miles west of town," answered the newcomer.

"No shit?" said the other. "I live about five miles west of town, too! Let's have a brewski on that."

As they both drained their mugs, the first patron learned that his new buddy's age was 38. "No shit?" he exclaimed, "I'm thirty-eight years old, too! We'd better have another beer on that!"

Then it turned out they were both born in the same hospital, and they ordered yet another round. After the bartender refilled their mugs again, he sighed and called home again.

"Forget it, Patty," he said. "The Redenbaugh twins are at it again."

Glasscutter
At Your Window

Sleazy Suzy was suffering from an excruciatingly painful toothache, so she went to the dentist for some relief. Her dentist got her seated in the chair, flipped on the overhead light, and said, "Okay, open wide, miss."

"I can't," said Sleazy Suzy. "This chair's fitted with arms."

BRS
USA

What's the difference between a skinny woman and a counterfeit dollar bill?

The counterfeit bill is a phony buck ...

El Vee
Simi, California

Know what happens when you put the batteries for the Energizer bunny in backwards?

It keeps coming, and coming, and coming ...

Heathen
Lansing, Iowa

What's the difference between an Italian wife and a biker's ol' lady?

The Italian wife can really cook. A biker's ol' lady can really dish it out.

Chavez
Scimitar, California

"This looks a lot like the old 'I'm-outta-gas' routine to me, Bear."

Why don't men cook?

'Cause nobody's yet invented a steak that fits into the toaster.

Howard?
Pretty Hard

Between what two toes are we chicks the most ticklish?

The two big ones.

Goodnight Gracie
Toeing The Line

"I used to be a hooker, but now I can screw people legally."

"Guard against penis envy, Sally—it can cause you to marry a prick." →

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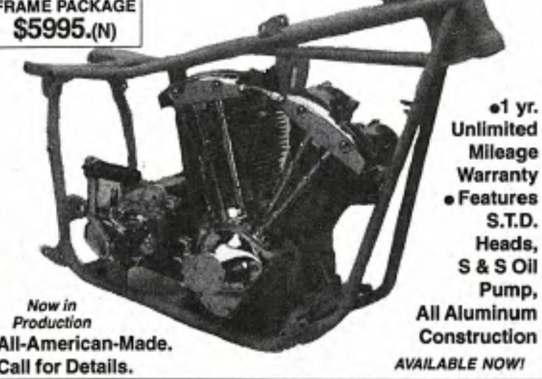

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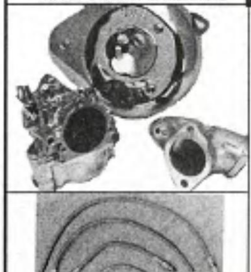

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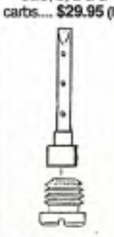

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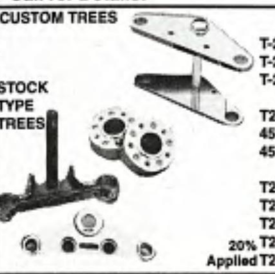

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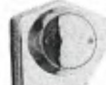

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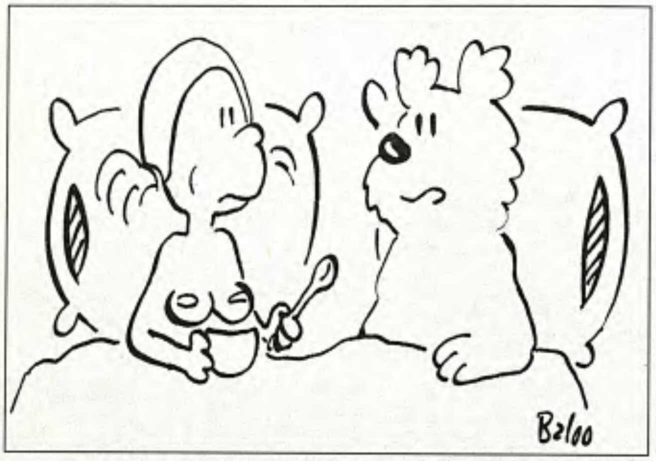
PASSING GAS



"You'd better lay off the porridge awhile, Goldie—my parents are starting to get suspicious."

Dangerous Dan drove a tow truck in the off-season, and during a Midwestern winter storm, he ran across a pretty blonde in her Mercedes, hopelessly stuck in a ditch out in the middle of nowhere.

Climbing out of his tow truck, he smiled and said, "Lucky for you I came along—would you believe you're the third pregnant lady I've pulled out of a ditch today?"

"Why, I'm not pregnant, mister," said the blonde.

"That may be, ma'am, but then, you're not out of the ditch yet, either," said Dangerous Dan.

Juice
Annandale, Minnesota

When his eyesight began to fail, a man went to see a Prague optometrist. The doctor showed the patient an eye chart, which displayed the letters "SVWCNXYLPKZ."

"Can you read that?" asked the doc.

"Read it?" the Czech replied. "Hell, I dated his sister!"

DeeCee
The Capitol

Definition of *wedding*: a funeral where you get to smell your own flowers.

Risky
Takin' Chances

Mongo got married shortly before Easter, but when he eagerly crawled between the sheets with his new bride on their wedding night and began to fondle her luscious body, all he got in return was the cold shoulder.

"I'm sorry, babe," she said, "but I can't make love to you tonight."

"Why the hell not?" he demanded.

"Because it's Lent, honey."

Furious, Mongo jumped outta bed and roared, "Oh yeah? To who, and for how fuckin' long?"

Joey
America

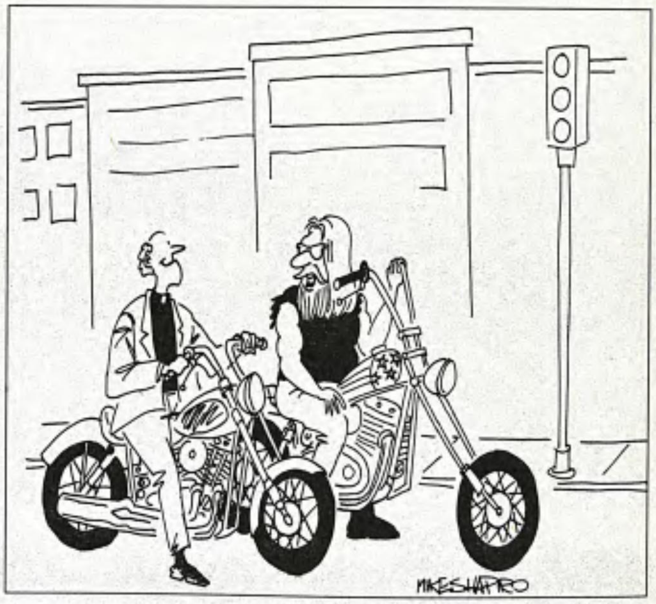
How are the 1990s different from the 1960s?

Nowadays, a guy will walk into a drugstore and shout, "Gimme a box of condoms!" ... and then he'll whisper, "and slip in a pack of cigarettes, too, willya?"

Haystack
Needling

"Oh, Snake, let's not park here!"
"Oh, Snake, let's not park!"
"Oh, Snake, let's not!"
"Oh, Snake, let's!"
"Oh, Snake!"
"Ooohh!"

Chopper
Ina, Illinois



"Hey, I never realized a father could be a brother too!"

Then there was the bro who picked up the sexpot Eskimo hardbelly. Later that evening, he got chilled right down to the bone.

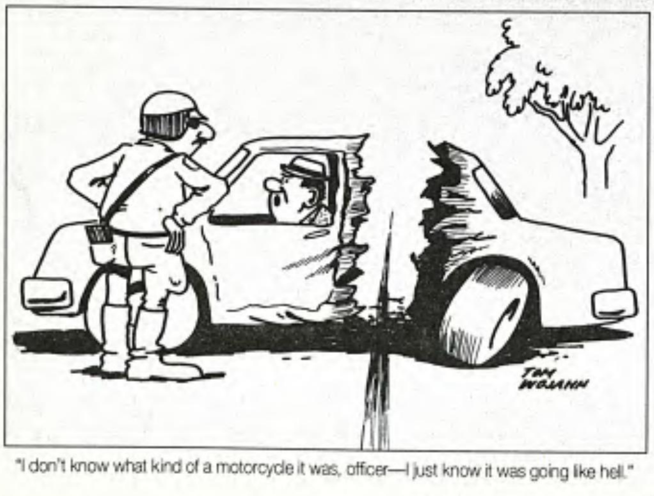
Bob Ray
Shields Up

Why do all bikers eventually get married?

Hey, bro, we can't hold in our stomachs forever.

Al Troxler
Greensboro,
North Carolina

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.



"I don't know what kind of a motorcycle it was, officer—I just know it was going like hell."

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TALKING TECH

WANTS MORE OUT OF IT

I have a 1994 FLSTN, and I have been looking to get a little more out of it. I ride with a few guys who have older Shovels and they walk away. I have a top speed of 97 mph. I've changed the main jet and put on a Dyna Air Flow kit and new pipes. It helped a little, but I would like more. Is there something I can do without cracking open my motor?

Bob
Auburn, New Hampshire

Nope! The cam is the single best thing to change after you have already changed pipes. Which cam? For mid- to top-end power use the Andrews EV46 or Crane Fireball 326-2. To make the change easier (no head or rocker cover disassembly) use Rivera Engineering Taper-Lite pushrods, #1-TL-100.

Back in April 1993 (issue #238) we ran a Tech Tip on a short cut to changing cams, and the new Taper-Lite pushrods makes it even easier now. At the same time cam work is done the inner cam bearing should also be changed back to the earlier B-138 Torrington bearing. This cam change, along with the gearing you have, should let you hit the rev limiter in high gear at about 115 to 120 mph.

BEST BIKE BIBLE

If I were rebuilding a Knuckle, Pan, or Shovel, hell even an Evo, what would be the best detailed manual to use. In past projects, I have left out a washer here and a spacer there, which, of course, would piss anybody off. I'm looking for a manual that will answer any problem that I would run into. I presently use Clymer, which has been an okay bike bible. Any answer will be helpful.

Larry Urich
Colony, Kansas

For pieces and where they fit, use a factory parts manual; that way, if there is a piece missing, you have the part number to go get a replacement.

LOOKING FOR TECH TIP

I've been subscribing to your rag for many years now, and I need some help finding an old Tech Tip article. It was a spread on fixing Keihin carbs so they wouldn't pop and blow your knee off at low rpm. I think it had something to do with epoxying the emission hole in the bowl and drilling a new one, etc. Can you help me?

Taggs
Rural Ridge, Pennsylvania

It was about installing a high flow accelerator pump kit—part #269050 from Chrome Specialties.

SQUARE SPOKES

In your November 1994 issue (pages 93-99) a '77/'79 FXE is pictured. I'm interested in obtaining any information available about purchasing an identical front wheel. My 1976 FXE has the identical rear wheel but when purchased came with a five-spoke "Invader" wheel. The front wheel broke two of the spokes, and, as you well know, replacement from that company is unavailable. Presently, the bike is running a spoked front wheel. But the one pictured in your mag with the "square" spokes would please me more. I wouldn't even mind purchasing a good used wheel of this type since my budget at the moment is rather strained.

Sheldon Wertheim
Flushing, New York

The original company is long gone. The next closest thing is from the Sturgis Wheel Company: (800) 554-3868.

DESPERATE IN FLORIDA

Please help man in distress, front end problems. Eleven-inch-over springer narrow, Denver Choppers. Can't stop the bounce. Wheel and front end dribble faster than Michael Jordan. Have had qualified wrencher look at it. Can't solve. Help. Too dangerous to ride. Would like a quick response. Desperate.

Russ
Hope Sound, Florida

The bounce is probably an out-of-balance front wheel. With long front ends like this, wheel balance is critical. Check for tire trueness and folded-over inner tube.

OIL SPILL

I'm having a problem with oil being sucked into the air filter on my box stock '87 FLHS. The dealer doesn't know why because the compression is good and the bike runs fine, except for this annoying problem. Even after washing the filter element and housing, oil will saturate the filter element after about 200 miles, then drip out of the intake housing, coating the right side of the bike with oil drops. I use 20w50 oil kept at the proper level. The bike is always warmed up before riding, and it's not abused. The oil level doesn't drop, even though the problem persists. Where is this oil residue coming from, and how can I eliminate this problem, or relocate the breather tube so my bike doesn't wear a coat of oil on the right side?

R. Huff
Limerick, Maine

The crankcase breather hose can be rerouted out the back (like on early-'70s Shovelheads), but since the crankcase exhaust is not a combustible mixture (it is blow-by from the combustion process) when the breather hose is removed from the air filter the engine gets more oxygen and this tends to lean out the fuel mixture at idle and cruise. Enriching the carb slightly will correct this problem. Also check for a restricted (or wrong) oil filter or pinched return hoses. This would tend to keep the oil level in the engine slightly higher and cause more oil loss at the crankcase breather hose. Other things that cause a similar effect are restricted mufflers or leaking intake valves. This will cause the air filter to become gas soaked and produce the same slobbering effect.

INNER CAM BEARING BLUES

In your answer to "Too Quiet" (Tech Letters, Oct. 1994) you said that the inner cam bearing on '93 and '94 Big Twins should be changed to avoid the engine self-destructing. As the owner of a '94 Softail this made me a bit worried. My local dealer knew nothing about this bearing problem, so now I'm asking you: Why must this bearing be changed?

Ulf Erik Rebne
Norway

See the Tech Tip in this issue, "Cam Bearing Change," pages 130-131.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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F.I.G.H.T.® UPDATE

Battle Plans
Skip Raring Cracks The Whip

As you know, *Easyriders* Freedom F.I.G.H.T.® and biker attorney Skip Raring are waging war on the mandatory helmet law in federal court. On January 16, Skip filed a Motion for Summary Judgment or Alternatively Preliminary Injunction argument with the California Federal Court. The following argument is taken directly from the 30-page document, and though it has been edited for space here, it offers insight into some of our strategy in eliminating this unfair law. It reads as follows:

"The California mandatory helmet law does not provide fair notice of prohibited conduct and is, therefore, unconstitutional. VCs27803 is the California statute that makes it mandatory for adult motorcycle riders and passengers in California to wear safety helmets or be in violation of the law. The law, however, does not define what a safety helmet is or how to select one that complies. In fact, VCs27803 provides no guidance as to how to comply with, or enforce the law. It is merely the beginning of a complex statutory scheme, including incorporations by reference, which weaves through a maze of state statutes, federal statutes and regulations before winding up with an apparent requirement that all drivers and passengers of motorcycles shall wear safety helmets that are in compliance with Federal Motor Vehicle Safety Standard (FMVSS) 218. Even if the consumer could find his or her way to FMVSS 218 that would still not assist them in determining how to select a helmet to comply with the helmet law. Unfortunately, FMVSS 218 is a technical test specification that gives guidance to no one, except the manufacturer, who must certify that its product is designed to pass the battery of tests included therein. Nowhere in the law does it describe what a safety helmet is, what it looks like, or what it is made of. It only provides test specifications.

"The driver or passenger (those affected by VCs27803) of a motorcycle has no way to test a helmet to see if it will pass FMVSS 218 and has no control over the helmet design or design certification. Even the manufacturer cannot test a helmet before sale because the test itself destroys the helmet. The manufacturer merely certifies that its helmet has been designed in such a manner that it will pass FMVSS 218 testing. Neither the driver nor the passenger can determine if a particular helmet will comply with this test. In spite of the fact that there are no standards to go by, law enforcement agencies in California have issued over 20,000 citations to motorcyclists wearing helmets, alleging that their helmets will, or would, not pass 218 testing. The law is being used to violate the constitutional rights of tens of thousands of motorcycle riders. With this background the following delineates the legal and factual arguments on why the helmet law is constitutionally void for vagueness."

At this point in the document, Skip introduces an argument based on the fact that the California Statutory Framework provides no notice of how consumers can possibly comply with the mandatory helmet law as written. He calls this the Statutory Scheme. It explains that you and I, as conscientious law-abiding consumers, cannot comply with the law because we have no guidelines. The law states that we must wear "safety helmets" but never defines what such a helmet is.

Ultimately, Skip makes it perfectly clear to the court that it is impossible for a person of normal intelligence to determine what the consumer requirements are for a legal safety helmet by reading the applicable statutes and regulations of the law. And this is only the tip of the iceberg in Raring's arguments. He then argues that California Case Law has made the consumer requirements totally incomprehensible by siting statutes and regulations found in the *Buhl* v. *Hannigan* court case of (1993) as well as *Bianco* v. *California Highway Patrol* (1994). From there, Skip continues to hack away at the standing law until it is apparent that California's skid lid law is so ambiguous and vague as to make a glass of mud appear clear by comparison.

On May 20, 1991, Governor Pete Wilson signed California's mandatory helmet law, which became effective on January 1, 1992. It was a dark day for freedom, but the fight rages on and *Easyriders* will not quit until we can toss our helmets away forever. There has never been a better time to send for your Freedom F.I.G.H.T.® kit. All proceeds from the sale of these kits will be used to defeat helmet laws in the Federal Court System. I urge you to join your local bikers' rights organizations, and send for your F.I.G.H.T.® kit today!

—*Phantom*

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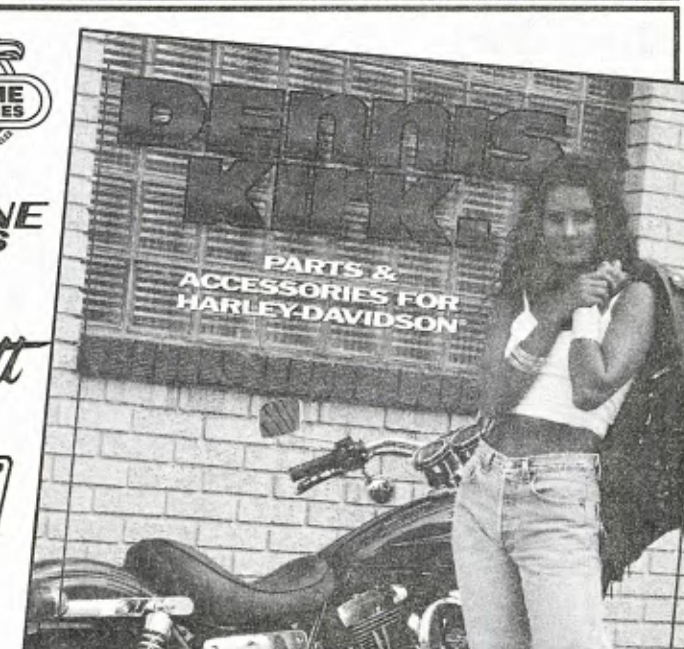

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Papa's Got A Brand-New Bros Bag

You will notice that the look of this column has changed a bit. We did this to provide more room to feature you, the members, with your photos and stories, along with a month-to-month update of the latest Bros Club news. It's going to be up to you members to decide who will be featured. And this is accomplished by sending in letters and pictures that depict what you and your fellow Bros Club members do best—have fun. In addition, I plan to be at all *Easyriders* Bike and Tattoo Shows, *Easyriders* Rodeos, Daytona Bike Week (come and enjoy some refreshments at the *Easyriders* Store, 605 Main Street, in the hospitality room upstairs), and other selected events throughout the year, making sure everyone has fun.

Allow me to introduce myself. My name is Gregg Daniel, and I am now the National Director of Bros Club. I've been with *Easyriders* as a Production Director and Managing Editor for 14 years, and have been around Harleys all my life. Because of this, I feel eminently qualified, and I am honored to have this opportunity to get back out on the road and meet as many of you as I can. I will be staying close to both the Bros Club and the Juvenile Diabetes Foundation Sweepstakes booths at all events.

Let's talk about the Juvenile Diabetes Foundation Sweepstakes for a minute. *Easyriders* magazine and five of the top custom bike builders across the country—White Brothers, Paughco, Pat Kennedy, Kenny Boyce, Custom Chrome, Inc., and Harley-Davidson—have joined forces with the Juvenile Diabetes Foundation (JDF) to hold a sweepstakes to raise money for JDF (the money raised will go toward research in finding a cure for juvenile diabetes). All this year these motorcycles will be traveling across the country (in a big rig truck, because these six bikes have yet to see one mile on the road). They will be displayed at the JDF booths and in

This is Shawn Brooks, one of our future members, practicing on his dad Robert's Sportster.

Bros Club member Kenny McGuirk of Danedin, Fla., helps a new friend try on a hat during Bike Week.

Daytona Beach, in front of the *Easyriders* Store. Come on by, check out the bikes, and take an opportunity to help combat this terrible illness. Who knows, you might even win your choice of one of these terrific custom motorcycles. And even if you don't win, at least you'll know that you did something to help find a cure for diabetes.

By the time this issue hits the newsstands, we will have had two Bike and Tattoo Shows, and we'll be heading to Everett, Washington, and the Evergreen State Fairgrounds, with all the JDF bikes in tow. I hope all you Ohio and California bros made it

Photo: Rip

We had a few bikes show up at the Bros Club Picnic in California.

Photo: Pepper

In search of the holey jeans.

Photo: Darrin Farrell

Bros Club member Bob Meillo with Janie, all set for a ride in Waldorf, Maryland.

BROS CLUB NEWS

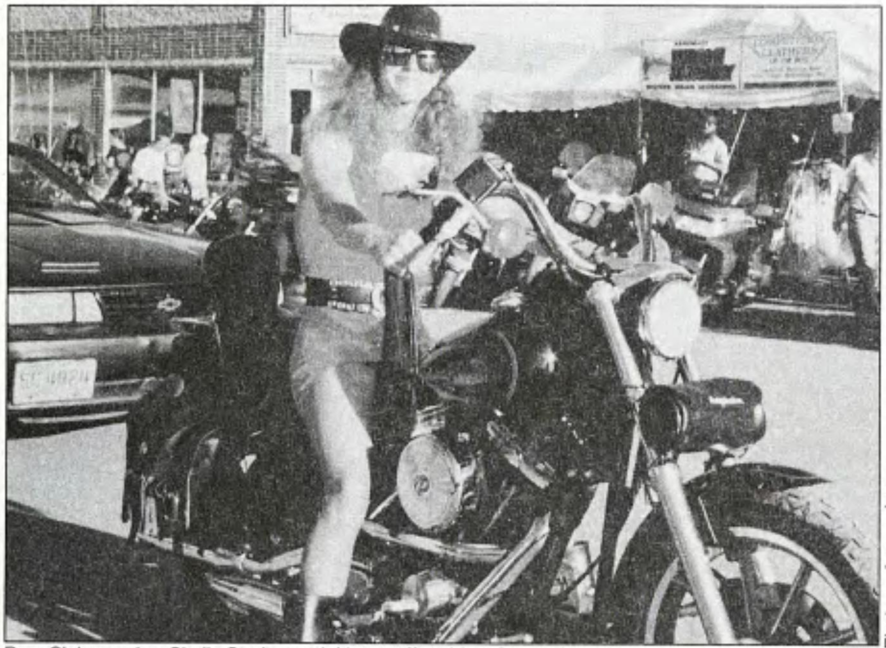
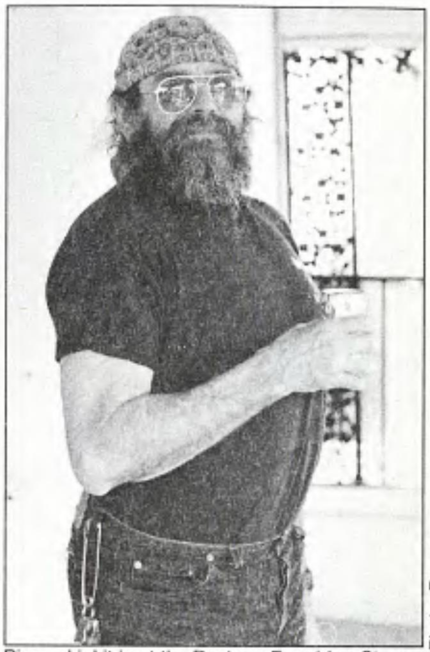


Photo: unknown bro

Bros Club member Shelia Streit struttin' her stuff on Main Street, Sturgis.



Rip suckin' it in at the Daytona *Easyriders* Store.

Photo: Rip

Me and my lifelong partner, Chicky, hard at work

to your area's shows. Watch for ads on the back cover of this rag for the show dates near you.

Personally, I would like to invite each and every Bros Club member to enjoy the benefits at the shows. At every *Easyriders* Bike and Tattoo show we have Bros Club VIP parking

Photo: Rip

Members enjoying themselves at the Bros Club Picnic in California.

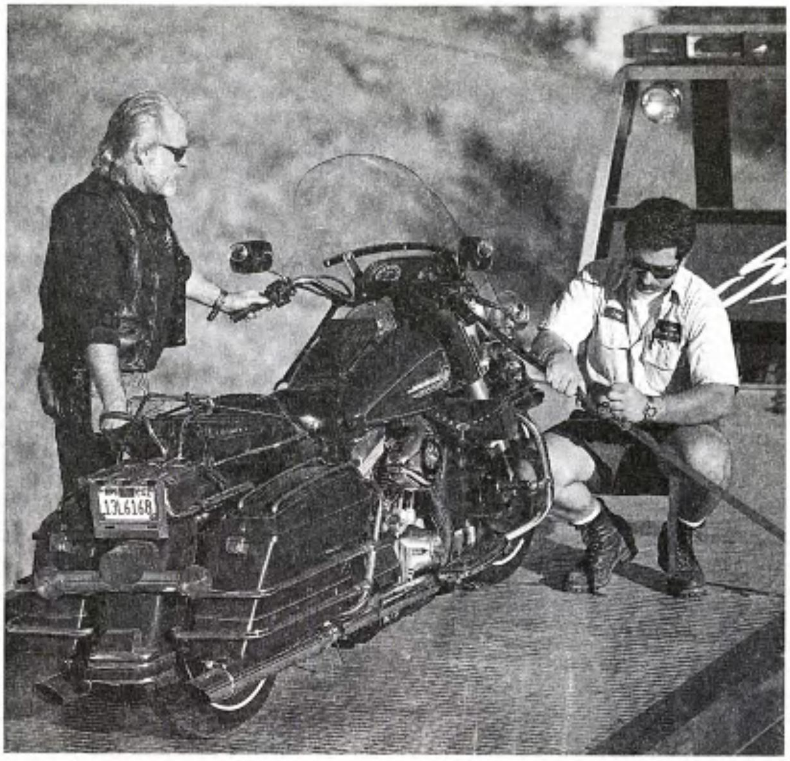
close to the door, and a special window reserved for Bros Club members (to help you avoid standing in long lines). Once in, you'll find a Bros Club lounge stocked with refreshments. Further, you'll be provided a comfortable place to kick back and talk with other members in a relaxing environment.

At our Rodeos,VIP parking will be roped off close to the gate, with a special window for Bros Club member. In addition, a special camping area will be available, and during the main event there will be reserved Bros Club seating in the best locations in the grandstands. If you're not a member, and are sick and tired of standing in long lines at events, drop by the Bros Club booth and sign up. Immediately, you will be able to reap the benefits of membership. When out on the road, I hope to meet as many of you as possible, so when you get to our events in your area, be sure to look me up.

As I said before,we're asking Bros Club members to send pictures. We need in-focus, black-and-white or color prints (any size) and/or color slides (35mm, or any format up to and including 8 x10). We're looking for Bros Club members doing their thing—enjoying their lifestyle. Please include a brief note describing the action going on in the photo, along with the names, ages, and occupations of those pictured. If there's a bike shop in the photo, include its name, too. We'll pay $500 for a two-page color photo spread, $100 for a full-page color photo, $50 for a half-page color photo, $40 for color photos printed less than half-page, and $30 for every black-and-white photo printed. Please include patches, signs, identifiable *Easyriders* and affiliated magazine logos. Be sure to label each photo submitted with your name, address, and Bros Club number. Also, if you want your photos returned, include a self-addressed, stamped envelope and we will make every effort to return them. Send your photos to: Bros Club, P.O. P.O. Box 3000, Agoura Hills, CA 91376-3000. Hope to see you all out there on the road and at our events throughout this season. Remember, it's the year of the Hog, or is that pig?

Ride easy, folks.

—*Gregg Daniel*



IT'S BETTER THAN YOUR OWN TOW TRUCK

$29.95 will give you access to over12,000 Tow Trucks nationwide! (and that's for starters)

It's the most comprehensive Club and Road Service Plan for motorcycles there is. 24 hours a day, nationwide, you can call our "Bros Club®" toll free line and a truck will be sent to the rescue. We'll pay up to $50.00 of the cost of the call. (That covers most calls). You will also get a one year "Bros Club" membership that includes:

◆ $2,000 Insurance Benefits ◆ VIP treatment at Easyriders Rodeos
◆ "Ridin' With Rip". Our roving reporters guide to the best spots (and hotspots) across the country
◆ A "Bros Club" winged patch, decal and membership card

YES! Enroll me in the BROS CLUB *Road Service Plan*.

☐ *$29.95 gets "Bros Club" affiliation and peace of mind at the same time.*

☐ $24.95 (If you're already a "Bros Club" member and would like one years' Road Service and Insurance Coverage.)

Name______________________

Address ______________________

City ______________________

State ______________ **Zip**______________

☐ **Payment Enclosed… or charge my:** ☐ **VISA** ☐ **M/C** ☐ **AMEX** ☐ **DISCOVER**

Acct.# ______________ **Exp. Date**______________

Signature ______________________
must have please *BA263*

Clip out and mail to: Bros Club, P.O. Box 469060, Escondido, CA 92046-9060
Or Call 800 247-6246, 7 Days - 24 Hours

WHAT'S HAPPENING

ARIZONA
M/C SHOW & SWAP MEET—April 9, Club Rio, 430 N. Scottsdale Rd., Tempe, Arizona Antique & Classic Motorcycle Enthusiasts. Info: Mike (602) 841-6064

ROUTE 66 FUN RUN WEEKEND—April 28-30. Sponsored by The Historic Route 66 Association of Arizona. Info: (602) 753-5001

CALIFORNIA
6TH ANNUAL POKER RUN—April 2, Vietnam Vets MC, Chapter "G", San Jose H-D. Info: (408) 262-8612

PIONEERTOWN JAMWHATAM '95—April 2, Yucca. Benefits Juvenile Diabetes Foundation. Info: (619) 365-5956

3RD ANNUAL RUN FOR CHANGE—April 2, Santa Rosa, for Kid's Street Theater. Info: (707) 575 3199

3RD ANNUAL CALLOUS CHEEKS RUN—April 2-3, ABATE Local #42, Ojai. Info: Julie (805) 649-4315

POKER RUN—April 8, Stockton, Jus' Brothers MC. Info: Rebel, Hi-Lo Club (209) 463-5347

COW PALACE—April 9, San Francisco, MMA. Info: 2202 16th St., Sacramento, CA 95818, (916) 442-4727

WATSONVILLE SWAP MEET—April 30, Santa Cruz, MMA. Info: (916) 442-4727

PACIFIC COAST DREAM MACHINES—April 30, Half Moon Bay Airport, Highway 1 (25 miles south of San Francisco and 5 miles north of Highway 92). Sponsored by the Coastside Adult Day Health Center. Info: (415) 726-2328

MOTORCYCLE TOUR OF BAJA CALIFORNIA—May 2-14, Mexico, departing from and returning to San Diego. Two thousand miles of breathtaking scenery and untouched nature. Reservations & info: Von Thielmann Tours, Baja-Tour, P.O. Box 87764, San Diego, CA 92138-7764; FAX: (619) 463-7788

BEACH RIDE '95—July 9, San Buenaventura State Beach, Ventura. Benefits Exceptional Children's Foundation (ECF). Info: (213) 298-8282

COLORADO
1995 CAN-AM MOTORCYCLE RIDE TO ALASKA—Departs from Denver on July 1 (10,000 miles roundtrip); departs from Seattle on July 8 (5,000 miles roundtrip). Limited participation. Info: CAN-AM Alaska, c/o Great American Motorcycle Adventures, P.O. Box 1598, Englewood, CO 80150-1598

DELAWARE
BLUE HEN M/C SHOW & SWAP—April 22-23, Blue Hen Mall, Dover. Info: Larry (302) 697-1883

FLORIDA
3RD ANNUAL BIRTHDAY PARTY, ELIMINATION DRAW, CHARITY FUNDRAISER—April 9, Big Water Chapter of ABATE, Eagles Club, Hwy 98, N. Okeechobee. Win a '95 Classic Electra Glide. Tickets by mail: send $50 check or money order to Big Water Chapter, P.O. Box 2649, Okeechobee, FL 34973-2649 Info: Dee (813) 763-0442 or (813) 763-3223

GEORGIA
ANNUAL POKER RUN—April 15, Columbia Chapter H.O.G. Info: (803) 345-3712

AMRA ALL-HARLEY DRAG RACE—April 22-23, Warner Robins Dragway, Exit 44 off I-75. Info: Big Johns Cycle (404) 478-2120

SWAP MEET—May 7, ABATE. Info: (404) 294-8900

IDAHO
MRF BEST OF THE WEST CONFERENCE—April 21-23, Holiday Inn, 3300 Vista Ave., Boise. Coalition For M/C Safety. Info: Bob Brumpton (208) 939-4415

ILLINOIS
M/C PARTS EXTRAVAGANZA & SUPER SERIES BIKE SHOW—April 9, Belle-Clair Fairgrounds, Rt. 13 & 159, Belleville. Info: (319) 462-6011

INDIANA
MIDWEST M/C SWAP MEET & BIKE SHOW—April 23, Marion County Fairgrounds, 7300 East Troy Ave., Indianapolis. Info: Bud (317) 839-8616 or Sparkie (317) 685-8130

11TH ANNUAL SPRING THAW—April 29, Region 10 ABATE. Info: (317) 422-8040

KANSAS
"NOT SO ANNUAL" HAWG BLESSING AND POKER RUN—April 1, Hawgs M/C, Wakefield. Info: Shyster (913) 762-7123

KENTUCKY
KENTUCKY MOTORCYCLE ASSOCIATION/KBA LOUISVILLE DISTRICT SWAP MEET—April 2, 10 a.m. - 5 p.m., Buechel Armory, Louisville. Info: Keat (502) 635-6921 or Dave (502) 969-8783

MISSOURI
M/C SWAP MEET—April 2, 15 miles west of Branson, Hwy 13. Info: (417) 336-3712

NEVADA
SHOEMAN'S 5TH ANNUAL SWAP MEET—April 2, Shoeman's, 1375 E. 2nd. St., Reno. (702) 348-9339

1995 LAUGHLIN RIVER RUN—April 20-23, Laughlin. Info: (909) 340-0094

NEW HAMPSHIRE
1995 POW/MIA FUNDRAISER—April 29, Shades of Grey MC, Grandview Farms, Rt. 28 by-pass, Derry. Hours: 2 p.m.-11 p.m. Info: (603) 437-7316

NEW JERSEY
ANNUAL SPRING DANCE—April 22, Southern Region ABATE. Info: (609) 625-9334

NEW MEXICO
BOARS ROAST RUN—April 14-16, Malaga. Info: Mama Val (505) 885-3315 or Bogey (505) 887-7774

NEW YORK
MOTORCYCLE SWAP MEET—April 9, New York State Armory, just off Rt. 13 on Hanshaw Rd., Ithaca. Sponsored by ABATE of Tompkins County. Info: Woody (607) 266-8269

NORTH CAROLINA
CHARLOTTE M/C WEEKEND—May 6-7, Charlotte. Free seminar by "Slider" Gilmore and Sputnik, blood drive, music, camping, beer, fishing, and more. Info: Emily (704) 399-3990 or (704) 455-6245 or (704) 374-1519

BIKERS AGAINST BREAST CANCER—May 7, NYC Chapter H.O.G., Ladies of Harley, American Cancer Society. Info: Jeanne Walsh (718) 263-2224

NORTH DAKOTA
16TH ANNUAL NORSEMEN M/C BIKE SHOW—April 21-23, in Minot. Info: Nitro (701) 249-3593

OKLAHOMA
MAKE-A-WISH CAR, PICKUP, BIKE SHOW—April 8-9, Elk City Civic Center. Benefits Make-A-Wish program. Info: Lonnie Keahey (405) 243-1256

15TH ANNUAL M/C & TRADE SHOW—April 8-9. Info: ABATE of Oklahoma, Tulsa Chapter, P.O. Box 582078, Tulsa, OK 74158

PENNSYLVANIA
12TH ANNUAL SWAP MEET & PEOPLE'S CHOICE BIKE SHOW—April 22, Trexlertown Mall Grounds, 1 mile east of Rt. 100, Trexlertown, Lehigh Valley Chapter of ABATE. Info: Fred/Pam (610) 767-6893

SOUTH CAROLINA
LOBBY DAZE—April 12, ABATE. John (803) 499-9081

ANNUAL POKER RUN—April 15, Columbia Chapter H.O.G. Info: (803) 345-3712

POKER RUN—April 15, ABATE Georgetown, Info Doyce (803) 651-5510

SOUTHERN SWING NATIONALS—April 22-23, sponsored by Big John's Cycle. Info: (404) 478-2120

SOUTH DAKOTA
BLACK HILLS M/C SHOW—April 29-30, Black Hills Chapter of HOG, at Rapid City Civic Center. Info: Roger (605) 342-9362

TEXAS
ABILENE M/C EXPO, SHOW, & SWAP MEET—April 9, Expo Center of Taylor County. Info: (214) 289-2893

EASTER RUN—April 14-16, Brotherhood of Bikers, Jim's Cycle Shop, Axtell. Info: (817) 562-2687

VIRGINIA
OUTSIDE SWAP MEET—April 16, Boston's M/C Cafe. (804) 742-5137 (Thurs. - Mon., 11 a.m. - 8 p.m.)

2ND ANNUAL CHARITY RUN—April 29, ABATE. Registration starts at 10:30 a.m. at Forty Acres Cafe. Info: Shirley (804) 874-7689

WASHINGTON
SPRING SWAP MEET & BIKE SHOW—April 22-23, Playfair Race Track, Spokane Chapter of ABATE. Info: (509) 484-9226

ALL-HARLEY DRAG RACING—For detailed listings, features, and information look for *Easyriders'* new performance magazine, *Quick Throttle*, on the newsstands now.
AMRA: (708) 250-0838
ECRA: (609) 652-1159
AHDRA: (919) 229-4877

EASYRIDERS EVENTS:

EASYRIDERS BIKE & TATTOO SHOW TOUR—March 31-April 2, Evergreen State Fairgrounds, Everett, Washington. Info: (800) 962-9857.

EASYRIDERS BIKE & TATTOO SHOW TOUR—April 21-23, Hyatt Regency Downtown, Houston, Texas. Info: (800) 962-9857.

EASYRIDERS BIKE & TATTOO SHOW TOUR—April 28-April 30, Veterans Memorial Coliseum, Winston-Salem, North Carolina. Info: (800) 962-9857.

To have your events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send your info to: What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000.

From the beaches of Daytona to the back roads of Laconia and Sturgis, bikers have carried Camels for more than 80 years. Because no matter where you ride, when the dust settles, Camel's the only smoke with genuine taste.

11 mg. "tar", 0.8 mg. nicotine av. per cigarette by FTC method.

SURGEON GENERAL'S WARNING: Cigarette Smoke Contains Carbon Monoxide.

CAMEL Genuine Taste

Camel Lights

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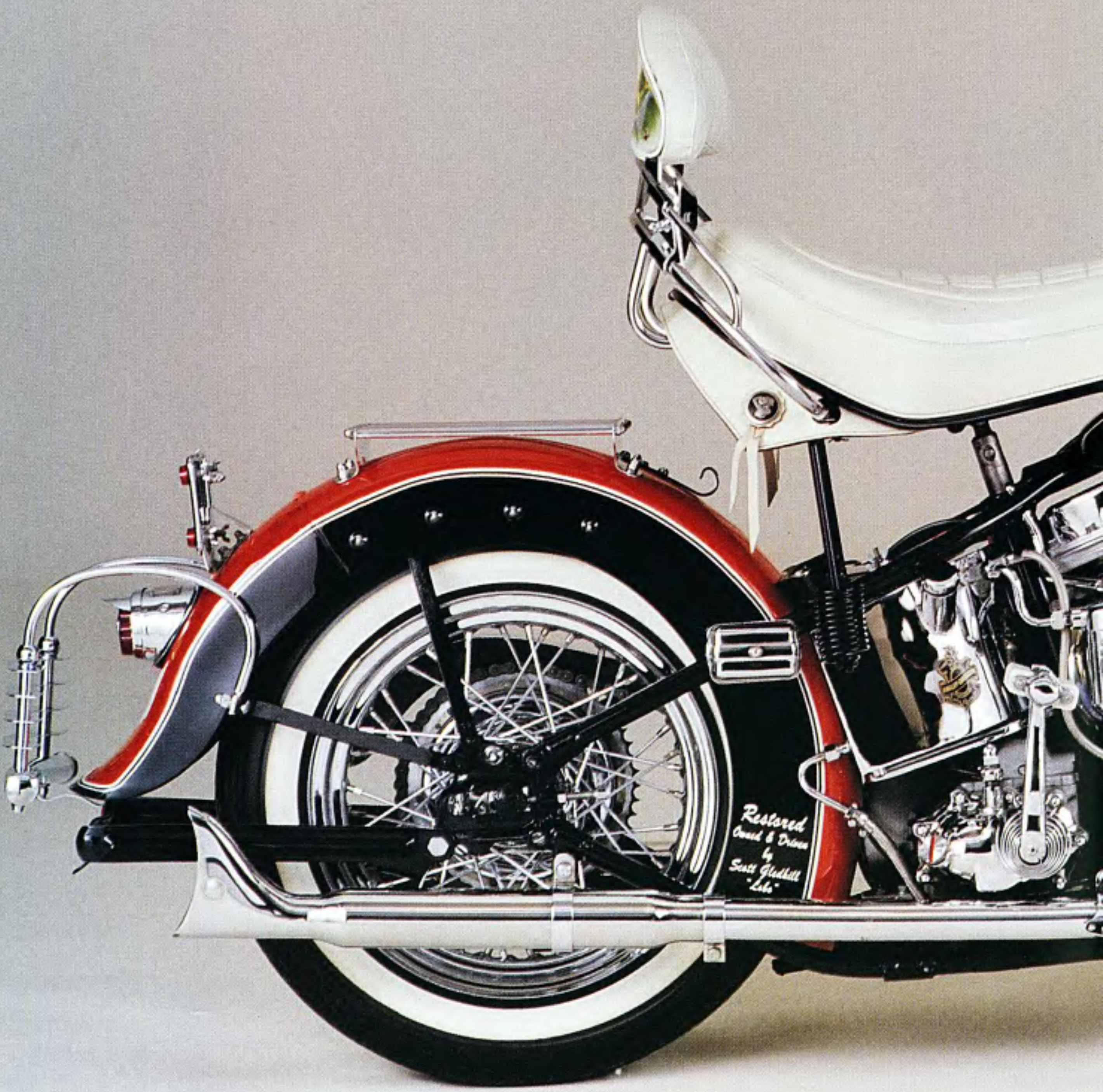
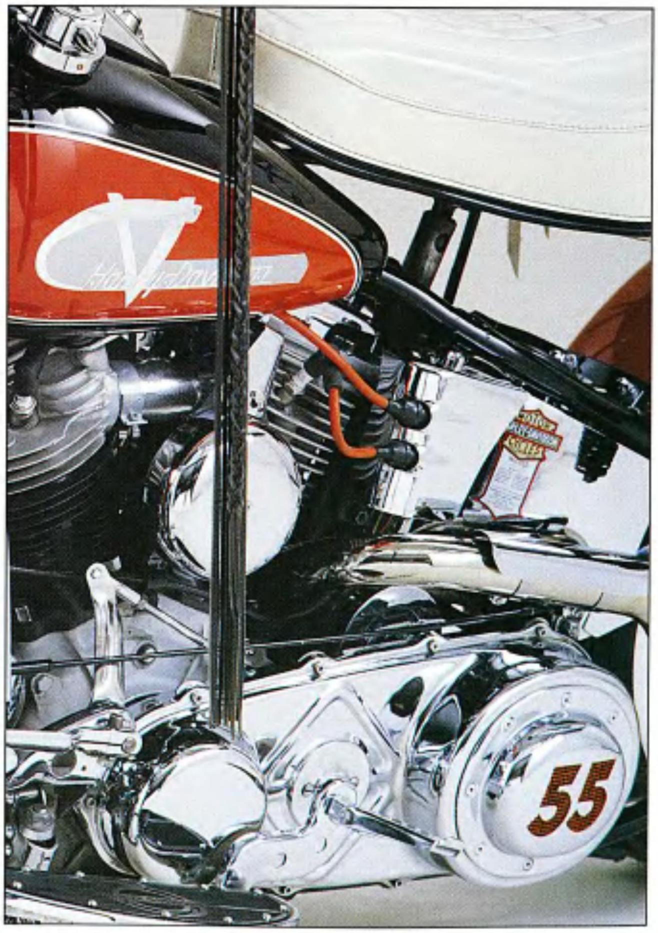
INTEGRATED PAN

THE BEST OF BOTH WORLDS



FJ339
CYCLE
95
PAN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Does Peter Fonda get a commission from the factory for his role of Captain America in the movie *Easy Rider*? Well, he ought to, because the number of people he's inspired to buy Harleys over the years must be phenomenal. I mean, c'mon, man, puttin' and partyin' from town to town, losin' the blues on the big open stretch with nothing but clear skies and smooth white-line heaven ahead, pay-dirt stashed in the fatbobs ... Hell, even the minor brush with local authorities, and narrowly escaping ill-fated campsites, is part and parcel of a life on the road during those lazy, hazy years.

Scott Gledhill may not have been old enough to live the insane life of the late-sixties, but he sure remembers viewing the movie at the young, impressionable age of 11, and he's been dreaming of Panheads ever since. Problem is, he says, finding a half-decent Panhead isn't all that easy. So he made do with a chopped Triumph, followed by a Sportster, and then an FLH. But some things are just destined to be, and fate's guiding wheel steered Scott in the right direction. Ya see, no sooner had he purchased a 1991 Fat Boy than he heard about a '55 Pan for sale just down the road from him. When Scott rode up to the Pan owner's home on his Fat Boy, the *seller* made him an offer. In a swapping of pink slips, they both ended up with the bike of their dreams.

Although Scott intends to eventually restore this classic motorcycle to its original condition, his number one priority is riding—not waiting around for parts. When he couldn't find an original cheese grater back bumper, he ordered one out of V-Twin's catalog. And when he couldn't locate an →

undamaged stock tank graphic, he had a signmaker craft one out of two types of vinyl. Since then he's found an original stock emblem, which he'll add the next time the Pan gets painted. Speaking of paint, the black and orange on Scott's scoot is his tribute to the Motor Company. Wrenching and riding has gotten him through more than one rough spell, including the tragic and untimely passing of his 30-year-old wife in 1991. Fittingly, the craftsman who sandblasted her headstone also sandblasted the eagle in the windshield.

Riding back from Sturgis, Scott found out what happens when your chain stretches and you don't have the tools to pull a link. He limped within 100 miles of his Michigan home before he had to shut things down and call for a tow. That was, he says, the only time his Pan's let him down.

Instead of replacing the chain, Scott put in a belt drive. He added a bigger clutch sprocket, and the result was a marked decrease in vibration. The "55" cut into the primary cover gives the belt some extra air.

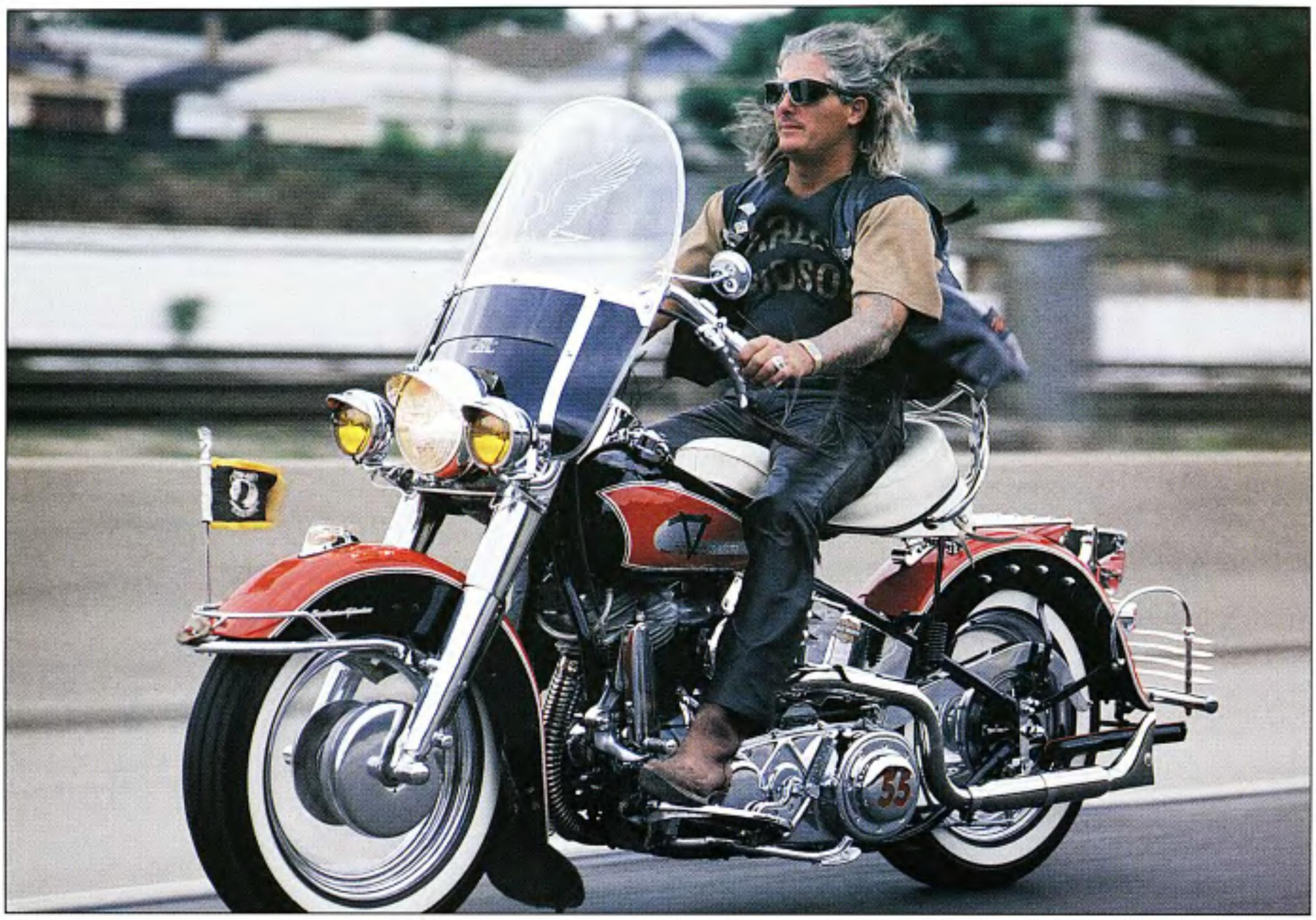
Another unique feature is the carburetor. Scott customized the backing plate of an S&S Super E so he could use a round air cleaner.

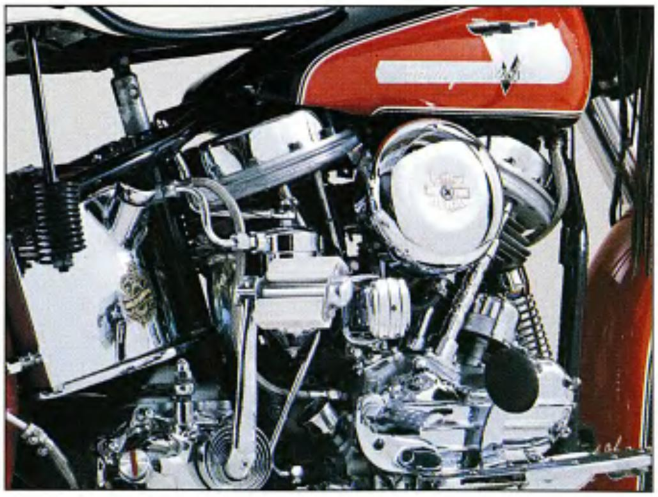
Not all of Scott's friends agree with this combination of old and new. Matter of fact, some call his bike the "Integrated Pan."

"Hey," Scott responds to the criticism, "I like it the way I like it, and to me this is the best of both worlds."

No further explanation needed ... except, who's the babe in the bikini?

—Southern Connection





Owner: ....Scott Gledhill
City: ....Bay City, Michigan

General

Fabrication: ....owner/Saginaw Valley
Year and make: ....1955 H-D
Model: ....FL Hydra Glide
Chroming: ....Brown's Plating

Engine

Year:..1955
Model: ....FL
Rebuilder: ....Saginaw Valley Motorworks
Ignition: ....points
Displacement: ....74 cubic inches
Lower end: ....H-D
Pistons: .... .010 over
Cases:...factory
Heads: ....stock
Cam:...oversized
Carb(s):.............................S&S Super E
Pipes: ....Paughco fishtails
Modifications:....................stainless lifter guides/valves

Transmission

Year:..1955
Modifications:............mousetrap shifting, belt drive

Painting

Molding:...none
Painter:...................................Rick Davis
Color:.........................black base/orange
Special paint: ....owner's preference

Frame

Builder:...H-D
Type:..rigid
Modifications:...................................none

Accessories

Bars:..............................late-model H-D
Fender(s):.....................................fatbobs
Headlight:...H-D
Taillight:.....................................blue dot
Speedo: ....yes
Pegs:..............................footboards/H-D
Gas tank:........................5-gallon fatbobs
Oil tank: ....horseshoe, chrome
Seat: ....dual tractor
Mirrors: ....aftermarket
Grips:.............................Arlen Ness billet

Forks

Type:...................................Hydra Glide
Modifications: ....chromed

Wheels

Front: ....16-inch, H-D hub, H-D drum
Rear: ....16-inch, H-D hub, H-D drum

Photos:............................Chuck Emery

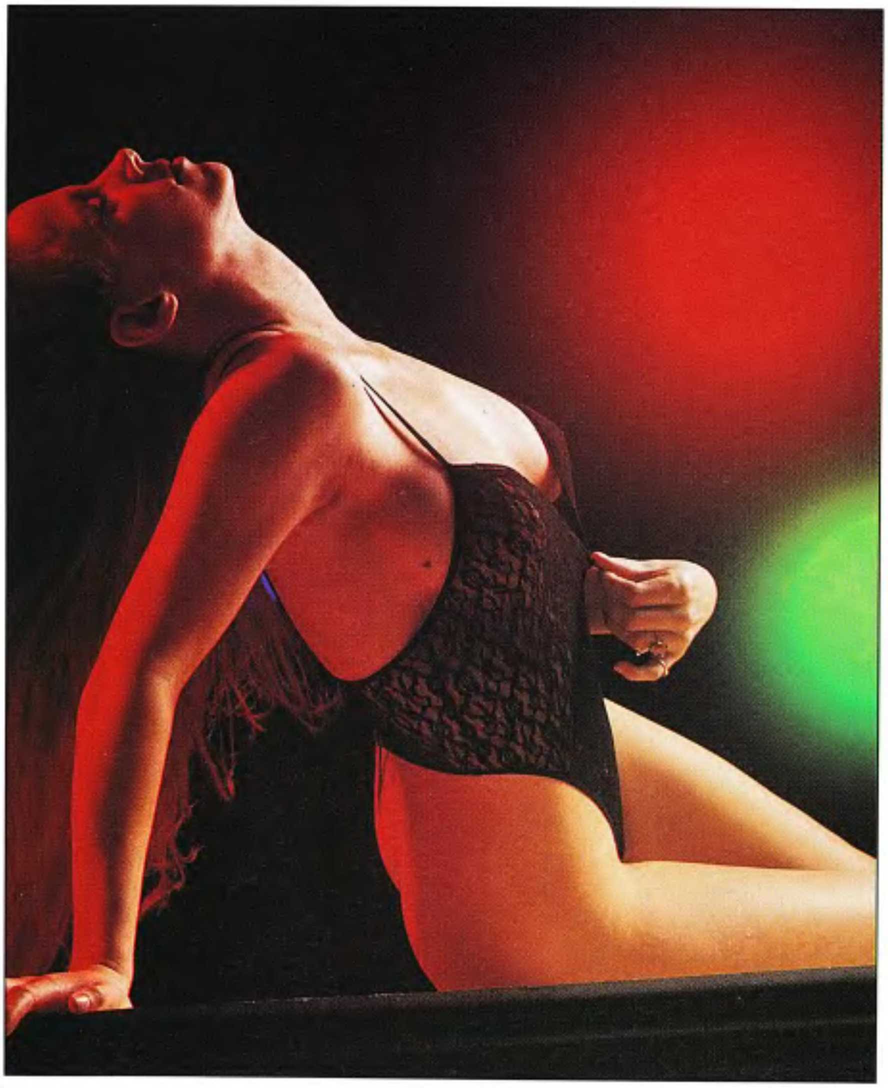
EASYRIDERS 1995 EXOTIC DANCER GUIDE

Throw down the kickstand, hitch up your chrome pony, and take a load off. The lights are dimming and the stage is coming to life in a sex-plosion of fantasy and flesh as *Easyriders* proudly presents its annual Exotic Dancer Guide.

Yep, we did it again. We dispatched our road dogs to parts unknown and all points in between in search of the best exotic nightclubs in the land. They rode the highways, byways, dirt roads, and alleys from coast-to-coast, and left no stone unturned in an effort to fetch you this hot-off-the-hooter-highway list. We tried to be as complete as possible, but if you notice a place we missed, let us know.

Send your suggestions, hot tips, and updates to: *Easyriders* Exotic Dancer Guide, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Now, sit back and enjoy the view ...



ALABAMA

SHOWCASE LOUNGE
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Huntsville, AL 35801
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JIMMY'S LOUNGE
8707 Highway 72 W
Madison, AL 335758
(205) 721-0178

ALASKA

CRAZY HORSE SALOON
16th & Gambell
Anchorage, AK 99501
(907) 279-1231 *

CRAZY HORSE SALOON
156 Muldoon Rd.
Anchorage, AK 99506
(907) 338-9921 *

REFLECTIONS
2406 South Cushman
Fairbanks, AK 99701
(907) 456-3748 *

ARIZONA

HIGH LIGHTER
4716 N 12th St.
Phoenix, AZ 85013
(602) 234-0128 *

TD'S EAST
5822 E Speedway
Tucson, AZ 85712
(602) 882-0650 *

TD'S WEST
749 W Miracle Mile
Tucson, AZ 85705
(602) 790-7307 *

BLUE MOON
2911 E.Van Buren
Phoenix, AZ 85008
(602) 267-0005

TEMPTATIONS
1104 S. Craycroft
Tucson, AZ 85711
(602) 790-0709

ELMER'S PUB
6525 E. Benson Hwy.
Tucson, AZ 85706
(602) 574-8940 (biker-owned)

ARKANSAS

PRIME TIME CLUB
3310 Mabevale Pike
Little Rock, AR 72204
(501) 562-9044 *

CALIFORNIA

MONTE CARLO II
5222 Sunset Blvd
Hollywood, CA 90027
(213) 664-4702 *

SEVENTH VEIL
7180 Sunset Blvd
Hollywood, CA 90046
(213) 876-4761 *

BARE ELEGANCE
4824 W Imperial Hwy
Inglewood, CA 90304
(213) 649-1100 *

THE BODY SHOP
8250 W Sunset Blvd
Los Angeles, CA 90046
(213) 656-1401 *

FRONTVIEW CABARET
1612 Pacific Coast Hwy
LA/Harbor City, CA 90710
(213) 539-6122 *

DIRTY DAN'S
939 N. Hill
Oceanside, CA 92054
(619) 722-7123 *

VILLA A GO GO
1420 W Holt B
Ontario, CA 91762
(714) 986-3607 *

DANCERS
7094 Miramar Rd
San Diego, CA 92121
(619) 578-1216 *

DIRTY DAN'S
2431 Pacific Coast Hwy
San Diego, CA 92101
(619) 233-7359 *

DIRTY DAN'S
4000 Kearny Mesa Rd
San Diego, CA 92111
(619) 278-2230 *

REGAL SHOW WORLD
1046 Market Street
San Francisco, CA 94102
(415) 621-2236 *

CANDY CAT I
21625 Devonshire St.
Chatsworth, CA 91311
(818) 526-6817 *

POPE'S BACK STREET
508 'B' Industrial Way
Palm Springs, CA 92264
(619) 327-1902

HARVEY'S BAR & GRILL
3020 Coronado St.
Anaheim, CA 92806
(714) 630-0810 *

GRAPEVINE ENTERTAINMENT
1524 Gold State Hwy.
Bakersfield, CA 93301
(805) 322-7300 *

FANTASY TOPLESS THEATER
1019 S. La Cadena Dr.
Colton, CA 92334
(909) 370-1574

NITE LIFE EAST
8290 Broadway
Lemon Grove, CA 92045
(619) 589-7337 *

CAPTAIN CREAM'S TUSSELING TOOTSIES
off Hwy 5 at Lake Forest
Irvine, CA *

ALL STAR (Nude)
536 N. Melpar Street
Santa Barbara, CA 93103
(805) 965-1844

GEE SPOT
16074 Walnut
Hesperia, CA
(619) 948-1770

COLORADO

DÉJÀ VU
2145 B Street
Col. Springs, CO 80906
(719) 576-7724 *

DANDY DANS
214 S Federal
Denver, CO 80219
(303) 922-6729 *

THE LANDING STRIP
5404 W 54th Place
Commerce City, CO 80022
(303) 288-3030 *

RED GARTER
1447 Stout St.
Denver, CO 80202
(303) 571-5718 *

THE GENTLEMEN'S HUNT CLUB
400 S. Link Lane
Fort Collins, CO 80524
(303) 484-7473 *

CONNECTICUT

FOX CAFE
213 Chase Ave.
Waterbury, CT 06704
(203) 755-5541 *

BLUE PARROT
1104 Queen St.
Southington, CT 06489
(203) 747-6451 *

SPEAKEASY
1861 Wilbur Cross Hwy.
Berlin, CT 06037
(203) 828-0895 *

ROSE'S CANTINA
577 Route 12
Groton, CT 06430
(203) 445-4141 *

MRS. PIPS CAFE
724 Feeder St.
Newington, CT 06111
(203) 667-0616

D.C.

JP'S NIGHT CLUB
2412 Wisconsin Ave. NW
Washington, DC 20007
(202) 333-7625 *

FLORIDA

PANDORA'S BOX
319 2nd Ave.
Daytona Beach, FL 32014
(904) 252-9163 *

SHARK LOUNGE
730 Broadway Ave.
Daytona Beach, FL 32018
(904) 258-1230 *

SHINGLE SHACK
640 N Ridgewood Ave.
Daytona Beach, FL 32122
(904) 252-3584 *

SCARLETT'S LOUNGE
1033 Mason Ave.
Daytona Beach, FL
(904) 238-6213 *

PIGGY'S NUDE REVIEW
23107 S Dixie Hwy
Homestead, FL 33032
(305) 258-4447 *

CENTERFOLD
4351 Phillips Hwy
Jacksonville, FL 32207
(904) 737-8233

FOUNTAIN BLUE CABARET
12734 Starkey Rd.
Largo, FL 34643
(813) 585-4345 *

CLUB PINK PUSSYCAT
3890 NW 36th St.
Miami, FL 33142
(305) 633-4000 *

ORGAN GRINDER
13045 SW 87th Ave.
Miami, FL 33176
(305) 255-5258 *

SHOWGIRL REVUE N
255 Sunny Isles Blvd
Miami Beach, FL 33160
(305) 940-9417 *

CENTERFOLD LOUNGE
1824 S. Orange Blossom Trail
Orlando, FL 32805
(407) 425-6355 *

CLUB JUANA
6150 S US Hwy 17-92
Orlando, FL 32730
(407) 831-7717

FLASHDANCER
4850 S Orange Blossom Trail
Orlando, FL 32809
(407) 857-0941

DIAMOND DOLLS
1401 N Powerline Road
Pompano Beach, FL 33069
(305) 972-3400

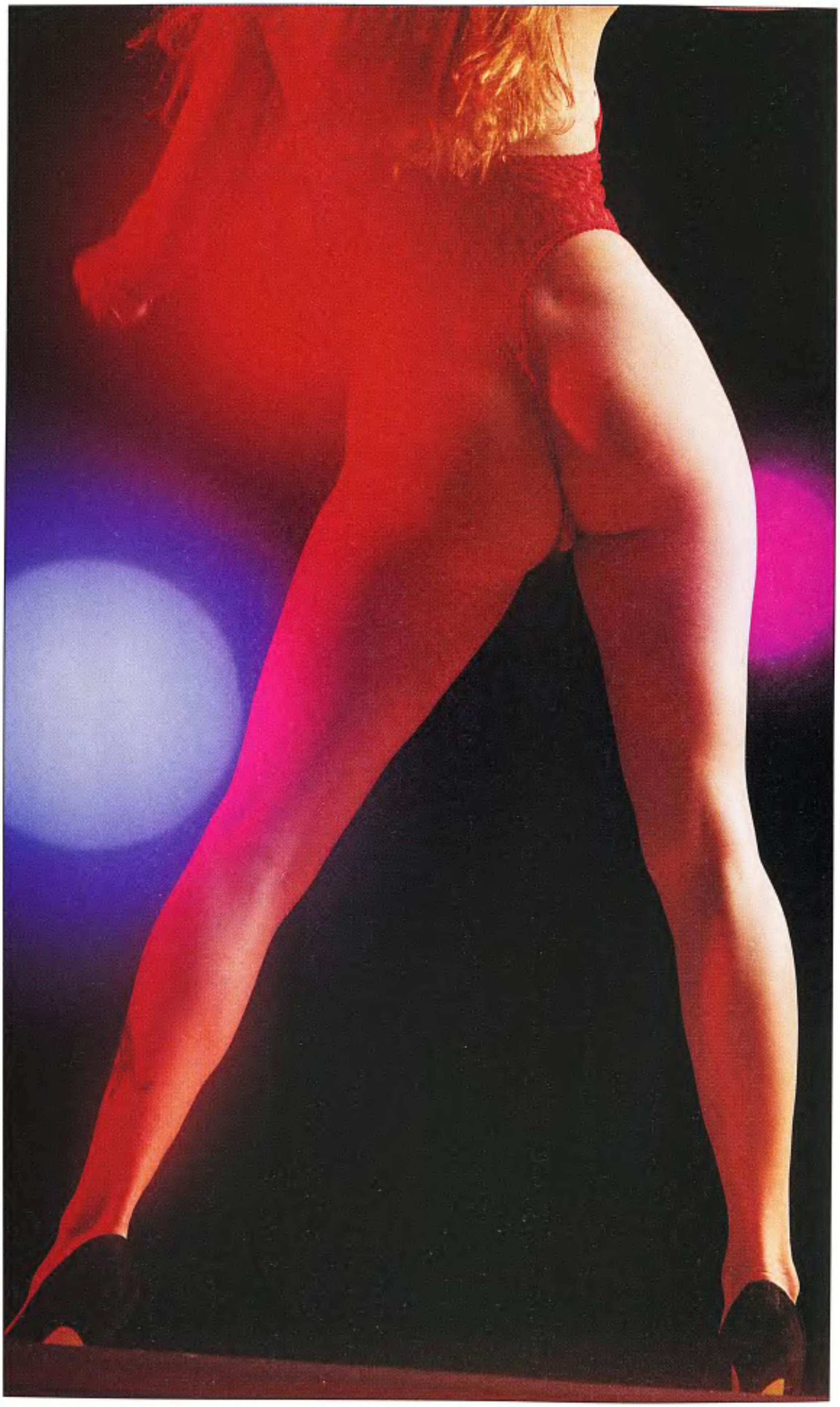
TRAP LOUNGE
8804 66th St. N
ST. Petersburg, FL 34666
(813) 541-5009 *

EXOTIC UNDERGROUND
600 N Federal Hwy
Stuart, FL 34994
(407) 692-2632 *

SEVEN SEAS
3023 W Kennedy Blvd
Tampa, FL 33609
(813) 874-1145 *

MONS VENUS
2040 N Dale Mabry Hwy
Tampa, FL 33607
(813) 875-2762

2001 ODYSSEY
2309 N Dale Mabry Hwy
Tampa, FL 33607
(813) 877-6406 *



THE INNER ROOM
74 N. Orlando Ave.
Cocoa Beach, FL 32931
(407) 784-6177 *

MR. G'S WHISKEY RIVER
3221 NE 30th
Fort Lauderdale, FL 33308
(305) 568-9555 *

TEASERS
1029 Truman Ave.
Key West, FL 33041
(305) 293-0850 *

CENTERFOLD CLUB
2420 Central Ave.
St. Petersburg, FL 33712
(813) 327-3537 *

GEORGIA

TATTLETALE
2075 Piedmont Rd NE
Atlanta, GA 30324
(404) 873-2294

BOOMERS
2105 Cobb Pkwy.
Smyrna, GA
(404) 956-9555

THE FORUM
5368 Bealwood Connector
Columbus, GA 31904
(404) 324-1211 *

CLUB ASIA
142 Price St.
Savannah,GA 31401
(912) 234-4104 *

BABES
304 Fulton Industrial Blvd.
Atlanta, GA 30336
(404) 691-7636

T.C.ROSE
1010 Brumbelow Rd.
Carrollton, GA 30117
(404) 832-3664

CHASER'S
2413 S. Lumpkin Rd.
Columbus, GA 3190
(404) 834-1783

STORMIN' NORMAN'S
6420 Rosel Rd.
Sandy Springs, GA 30328
(404) 843-1167 *

HAWAII

CLUB ROSE
939 Keeaumoku St.
Honolulu, HI 96814
(808) 946-7072

WILDHORSE SHOWROOM
1661 Kapiolani
Honolulu, HI 96814
(808)941-7927

ILLINOIS

DéJà VU
3270 Lake Plaza
Springfield, IL 62703
(217) 529-1281 *

LAND OF MINT & HONEY
118 Sinsinawa
East Dubuque, IL 61025
(815) 747-9999

INDIANA

SHE LOUNGE
1104 Diamond Ave.
Evansville, IN 47714
(812)423-0814 *

BRANDY'S
3011 W Coliseum Blvd
Fort Wayne, IN 46808
(219) 484-3991

LITTLE RED MILL
3201 E Dunes Hwy
Gary, IN 46402
(219) 938-3137 *

CHANTILLY LACE
2030 Lafayette Rd
Indianapolis, IN 46222
(317) 634-7966 *

SCUTTLEBUTT
9148 Milton Rd.
Gary, IN 46806
(219) 938-3959 *

BABES WEST
3810 Lafayette Rd.
Indianapolis, IN 46254
(317) 299-0433 *

HIPHUGGER
805 Belvedere
Kokomo, IN 46901
(317) 457-4908 *

IOWA

DANCERS
3000 6th St. SW
Cedar Rapids, IA 52404
(319) 351-9706 *

DANCERS NIGHTCLUB
1008 E 2nd Ave.
Coralville, IA 52241
(319) 351-9706

BOTTOMS UP
2800 Twin City Plaza
Council Bluffs, IA 51593
(712) 366-0349 *

CAVE THEATER LOUNGE
245 NW 52nd Ave.
Des Moines, IA 50313
(515) 282-7328 *

DANCER'S CHORUS LINE
4128 Brady North
Davenport, IA 52806
(319) 386-1833

OZZIES
122 W. 6th
Carroll, IA 51401
(712) 792-9102, 5706 *

THE DOLL HOUSE
Rt. 10 Clearwater Beach
West Des Moines, IA 50313
(515) 226-8587 *

OGGIES
5325 N.W. Second Ave.
Des Moines, IA 50313
(515) 266-0357 *

PASTIME
2nd Ave.
Marshalltown, IA
(515) 752-1844 *

KANSAS

THE FLAMINGO
501 N 9th St.
Lawrence, KS 66044
(913) 843-9800 *

SIDETRACKS
773 Seneca
Leavenworth, KS 66048
(913) 682-6202 *

DR. LOVE'S
K-18 Frontage Rd.
Manhattan, KS 66502
(913) 539-0190 *

JEZEBEL'S
4520 E. 47th S.
Wichita, KS 67210
(316) 554-0010 *

KENTUCKY

DÉJÀ VU
3424 Taylor Blvd
Louisville, KY 40215
(502) 367-9905 *

SILVER SLIPPER
3608 7th St. Rd
Louisville, KY 40216
(502) 363-2811 *

CAT WEST
US Hwy 41
Oak Grove, KY 42262
(502) 439-9378

UNCLE SAM'S
425 E. First St.
Bowling Green, KY 42101
(502) 843-9177 *

SPARKLE PLENTY'S
515 Monmouth St.
Newport, KY 41071
(606) 431-2616 *

CAT WEST
US Hwy. 41
Oak Grove, Ky 42262
(502) 439-0823 *

SHANE'S LOUNGE
206 Cedar Grove Rd.
Shephardsville, KY 40165
(502) 543-4621 *

LOUISIANA

ACTION CENTRAL
614 Commerce St.
Shreveport, LA 71101
(318) 221-4177 *

BIG DADDY'S
522 Bourbon St.
New Orleans, LA 70130
(504) 581-7167

MAINE

LA CASA DE FIESTA
Rte. 157, PO Box 699
Millinocket, ME 04462
(207) 746-3321

MARK'S SHOWPLACE
200 Riverside
Portland, ME 04105
(800) 992-0006

MARYLAND

PLAYHOUSE LOUNGE
Route 5
Waldorf, MD 20601
(301) 645-3085 *

MASSACHUSETTS

BILL'S PLACE
485 School Street - Rt 12
Winchenton, MA 01475
(508) 297-9875 *

MAC'S
176 Boston Rd
Billerica, MA 01821
(508) 667-7642 *

FIFTH ALARM
775 Worthington St.
Springfield, MA 01105
(413) 737-0615

MAGIC LANTERN
Boston Rd/Rte 20
Monson/Palmer, MA 01069
(413) 283-9275 *

ALEX'S SUPPER CLUB
Rte 138 # 125 Washington st.
Stoughton, MA 02072
9617) 344-2175 *

NAKED I CABARET
666 Washington
Boston, MA 02111
(617) 426-7462

CASTAWAY LOUNGE
Rte. 5 and 10
Whatley, MA 01093
(413) 665-8733 *

MICHIGAN

ATLANTIS LOUNGE
863 Dix Road
Detroit, MI 48146
(313) 382-1144 *

SHAKER'S LOUNGE
6609 Michigan
Detroit, MI 48210
(313) 895-4499 *

DÉJÀ VU
2402 S. Dort Hwy
Flint, MI 48203
(313) 235-4609 *

DÉJÀ VU
1343 1/2 Portage St.
Kalamazoo, MI 49001
(616) 344-4080 *

DÉJÀ VU
1000 W Joly Rd
Lansing, MI 48910
(517) 882-4960 *

OMAR'S
316 Michigan E
Lansing, MI 48192
(517) 371-4500 *

DÉJÀ VU
3811 24th Ave.
Port Huron, MI 48060
(313) 982-7990 *

DÉJÀ VU
6530 Bay Rd
Saginaw, MI 48603
(517) 719-3080 *

DÉJÀ VU
31 N. Washington
Ypsilanti, MI 48197
(313) 487-4665 *

LEGGS
50778 Michigan Ave.
Belleville, MI 48111
(313) 481-1016 *

CAFE CHABLIS
12906 Michigan
Dearborn, MI 48126
(313) 584-9110 *

MINNESOTA

DÉJÀ VU
315 Washington Ave. N
Minneapolis, MN 55401
(612) 333-6333 *

LAMPLIGHTER LOUNGE
160 Larpenteur Ave. W
ST. Paul, MN 55101
(612) 771-4215 *

PEELERS BAR & THRILL
Hwy. 52 South
Cannon Falls, MN 55009
(507) 263-5115

CORNER BAR
128 W. Main
Marshall, MN 56258
(507) 532-9972

GLADIATOR BAR
307 N. Broadway
Gilbert MN 55741
(218) 741-0914 *

MONTANA

FRED'S LOUNGE
Hwy. 93 & I-90 Junction
Missoula, MT 59802
(406) 728-9763 *

PLAYGROUND BAR
2400 10th Ave. S.
Great Falls, MT 59405
(406) 761-9735 *

MULLIGAN'S
337 N. Higgins
Missoula, MT 59801
(406) 728-9709

NEBRASKA

BOOMERS
1841 E 23rd Ave. S
Fremont, NE 68025
(402) 727-7582 *

LARIAT CLUB
East Old Hwy 275
Fremont, NE 68025
(402) 721-2466 *

THE FOXY LADY
1823 "O" Street
Lincoln, NE 68508
(402) 435-0890

MARGO'S
617 S.16th St.
Omaha, NE 68102
(402) 341-2334

THE NIGHT BEFORE
1035 "M" St.
Lincoln, NE 68508
(402) 475-4107

NEVADA

CHEETAH'S
2112 Western Ave
Las Vegas, NV 89102
(702) 384-0074 *

CRAZY HORSE #1
4034 Paradise Rd
Las Vegas, NV 89109
(702) 732-1116 *

CRAZY HORSE TOO
2476 Industrial Rd
Las Vegas, NV 89102
(702) 383-8003 *

LARRY'S VILLA
2401 W. Bonanza Rd
Las Vegas, NV 89106
(702) 647-2713 *

OLYMPIC GARDEN
1531 Las Vegas Bd South
Las Vegas, NV 89030
(702) 385-8987 *

CENTERFOLD LOUNGE
1024 N. Boulder Hwy
Henderson, NV 89105
(702) 564-7865 *

CAN-CAN ROOM
3155 Industrial Rd.
Las Vegas, NV 89109
(702) 737-1161

PINK PUSSYCAT
195 S. Wells Ave.
Reno, NV 89502
(702) 322-0388

NEW JERSEY

WESTMORELAND
136 Landing Rd
Landing, NJ 07850
(201) 398-3789 *

CHECKMATE
619 Route 15 S
Lake Hopatcong, NJ 07843
(201) 663-0424 *

BREATHLESS LOUNGE
876 Hart St.
Rahway, NJ 07065
(908) 574-2319 *

SAINTS & SINNERS
442 Valley Rd
West Orange, NJ 07052
(201) 675-3117 *

BOTTOMS UP
6 Jackson St.
Passaic, NJ 07503
(201) 472-3141 *

SATIN DOLLS
Rt 17 S.
Lodi, NJ 07644
(201) 845-6494 *

WIGGLES
588 Washington Ave.
Belleville, NJ 07109
(201) 751-9547 *

BROWN DERBY
645 Magnolia Ave.
Elizabeth, NJ 07206
(908) 542-8836

ILLUSIONS
US Rt.130
Florence, NJ 08518
(609) 499-4347 *

THE DOLLHOUSE
US Rt.130
Burlington, NJ 08016
(609) 387-7662 *

IMAGES
US Rt. 73 & Remington Rd.
Pennsauken, NJ 08110
(609) 663-2200 *

FANTASY
710 Black Horse Pike
Mt. Ephraim, NJ 08059
(609) 931-5990 *

RAYS INN
641 Rt. 206
Newton, NJ 07860
(201) 383-8881

NEW MEXICO

CHAPTER II SHOWCLUB
2294 Wyoming Blvd NE
Albuquerque, NM 87112
(505) 298-1200

T.D.'S
2120 Eubanks Blvd. N.E.
Albuquerque, NM 87112
(505) 291-8282 *

CHEEKS
2841 Cerillos
Santa Fe, NM 87501
(505) 473-5259 *

NEW YORK

JANIES
Rte 6
Slatehill, NY 10973
(914) 355-2494 *

CARAVAN LOUNGE
Upper Court St.
Binghamton, NY 13901
(607) 775-2767 *

JUNCTION
County Route 37
New Hampton, NY 10958
(914) 374-3233 *

HONEY BUNS
127 E 47th St.
New York, NY 10017
(212) 688-7832 *

T&A'S
78 Route 59
Monsey, NY 10952
(914) 425-6203 *

HALF DOLLAR TAVERN
1555 East Henrietta Rd.
Rochester, NY 14623
(716) 427-2407 *

FOXEY'S
440 Scottsville Mumford Rd
Scottsville, NY 14546
(716) 889-3732 *

CLUB DIAMOND DUST
5111 Genesee St
Buffalo, NY 14225
(716) 681-2280 *

COLONIE
1795 Hurdle Ave.
Buffalo, NY 14216
(716) 832-8056 *

LINDA'S BLUE BAYOU
720 Central Ave.
Albany, NY 12206
(518) 482-0498

GAS LIGHT PARLOUR
141 E. Sunrise Hwy.
Lindenhurst, NY 11757
(516) 888-9098

NORTH CAROLINA

EMERSON'S
2160 Highway 64-70 SW
Hickory, NC 28602
(704) 322-9776 *

LOST DIMENSIONS
510 Farragut St.
Greensboro, NC 27406
(919) 274-7393

NORTH DAKOTA

JERRY'S LOUNGE
106 N. Main Ave.
Crosby, ND 58730
(701) 965-6306

SILVER DOLLAR BAR
200 E. Main
Mandan, ND 58554
(701) 663-5248

THE OASIS
512 Dakota Ave.
Wahpeton, ND 58075
(701) 642-5404

OHIO

DÉJÀ VU
135 S. Byrne Rd.
Toledo,.OH 43615
(419) 513-0329 *

THE AMBER LOUNGE
13311 Brookpark Rd.
Cleveland, OH 44142
(216) 267-0132

CRAZY HORSE SALOON
16600 Brookpark Rd.
Cleveland, OH 44135
(216) 433-1144 *

CLUB SECRETS
1570 1/2 Olentangy River Rd.
Columbus, OH 43212
(614) 421-1110 *

CIRCUS IN THE FLATS
1041 Old River Rd.
Cleveland, OH 44113
(216) 575-1398 *

OKLAHOMA

SUGARS
750 1/2 Asp.
Norman, OK 73069
(405) 364-5255 *

VALLEY OF THE DOLLS
1808 SE 59th St.
Oklahoma City, OK 73129
(405) 670-2360 *

OREGON

SATIN DOLL
7440 N Lombard St.
Portland, OR 97203
(503) 286-7064 *

FLIGHT 99
5792 Portland Rd NE
Salem, OR 97405
(503) 393-4782 *

COWGIRLS TOO
84695 College View Rd.
Eugene, OR 97405
(503) 726-6083

BOTTOMS UP
16900 N.W. St. Helens Road
Portland, OR 97210
(503) 621-9115 *

GEORGE'S DANCIN' BARE
8440 N. Interstate Ave.
Portland, OR 97217
(503) 285-9073

PENNSYLVANIA

ERV'S BYO GENTLEMAN'S CLUB
1231 Airport Rd., Ste 162
Allentown, PA 18103
(215) 433-3311 *

GOLDEN SLIPPER
3025 New Rodgers
Bristol, PA 19007
(215) 785-1433 *

CHARLIE'S DREAM
6039 Passyunk Ave.
Philadelphia, PA 19153
(215) 724-8508 *

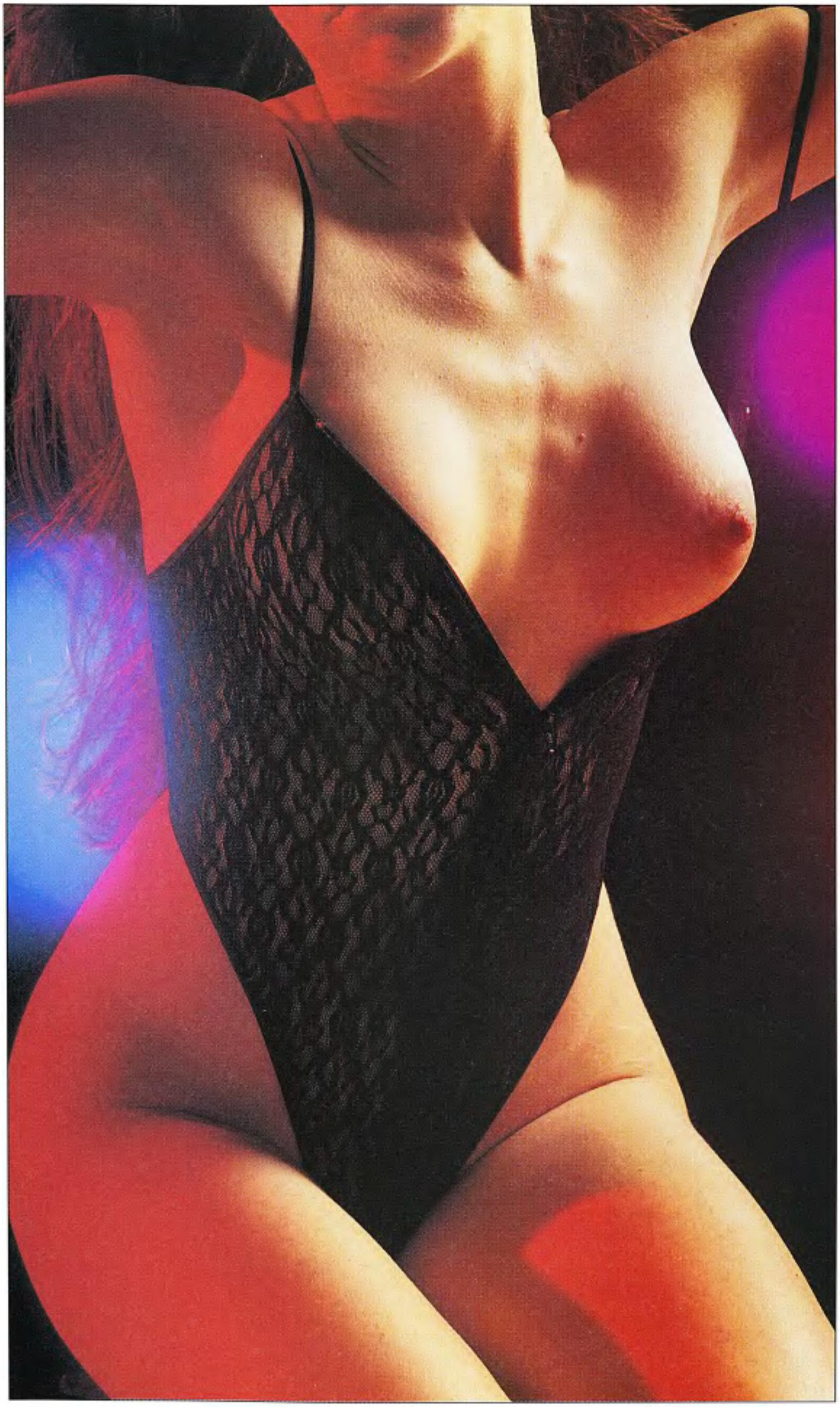
CLUB ED
135 9th St.
Pittsburgh, PA 15222
(412) 281-7703 *

EVERGREEN HOTEL
1937 Babcock
Pittsburgh, PA 15237
(412) 821-1101 *

FANTASY'S
934 Broadhead Rd.
Pittsburgh, PA 15108
(412) 264-9250 *

LOV TURKS
500 Powhappen
Essington, PA 19029
(215) 521-1678 *

THE PALACE
9TH Ave. & 23rd St.
Altoona, PA 16602
(814) 946-0862



PINK PUSSYCAT II
38 Wilson St.
Middletown, PA 17057
(717) 944-9382

BERKLEY INN
Old Route 61
Reading, PA 19612
(215) 926-5029

THE RHODODENDRON
160 Sykes St.
Sykesville, PA 15865
(814) 894-2421
NUDE/BYOB

RUNWAY 56
Corner of Rts. 711 & 56
Seward, PA
(814) 446-6454
NUDE/BYOB

STREEKERS
Rt. 422
Nolo, PA
(412) 463-7959
NUDE/BYOB

RUNWAY 56
Corner of Rts. 711 & 56-Seward
(412) 446-6454
NUDE/BYOB

RHODE ISLAND

FOXY LADY
318 Chalkstone Ave.
Providence, RI 02908
(401) 331-9145 *

FANTASIES
291 Dean St.
Providence, RI 02904
(401) 272-4126 *

CHERRY'S
244 Broad St.
Providence, RI 02903
(401) 331-7688 *

THE SATIN DOLL
35 Aborn St.
Providence, RI 02889
(401) 274-2457 *

FIRST IMPRESSIONS
525 Eddy St.
Providence, RI 02890
(401) 751-7450 *

K.2.U.
579 Front St.
Woonsocket, RI 02895
(401) 765-6624 *

MICKEY'S
46 Carpenter St.
Cumberland, RT 02860
(401) 725-9554

SOUTH CAROLINA

JOKER SOCIAL CLUB
1337 King St. Extension
Charleston, SC 29403
(803) 723-3211

PINK PUSSY CAT
2045 N. Meeting St.
Charleston, SC 29418
(803) 744-2616

CHIPPEN DOLLS
1928 Rosewood Dr.
Columbia, SC 29205
(803) 252-1941 *
BYOB

THE FIREHOUSE
4350 Dorchester Rd.
Charleston, SC 29405
(803) 744-0038 *

SOUTH DAKOTA

SHOTGUN WILLIES
2808 W. Main St.
Rapid City, SD 57702
(605) 341-7253

SCARLETT O'HARA'S
I-90 and St. Patrick
Sioux Falls, SD 57106
(605) 362-8911 *

PEACOCK
300 Main
Winner, SD 57580
(605) 842-0324

TENNESSEE

KATCH ONE
501 Omni Lane
Knoxville, TN 37932
(615) 966-4400 *

DÉJÀ VU
777 N. White Station
Memphis, TN 38119
(901) 682-4615 *

DÉJÀ VU
1849 E. Brooks Rd
Memphis, TN 38117
(901) 332-0244 *

ELEVEN-NINETEEN CLUB
1119 N. First St.
Nashville, TN 37207
(615) 226-0402

CENTERFOLD
1575 E. Brook Rd.
Memphis, TN 38116
(901) 345-7700

TEXAS

CASSIDY'S
6019 W 45th Ave.
Amarillo, TX 79109
(806) 358-8009 *

THE EXCHANGE CLUB
520 N Watson Rd.
Arlington, TX 76011
(817) 633-7148 *

DALLAS CLUB
2117 W Northwest Hwy.
Dallas, TX 75220
(214) 869-3376 *

HAREM CLUB
6343 Alameda
El Paso, TX 79905
(915) 778-7385 *

NERO'S COCKTAIL LOUNGE
10662 Vista Del Sol Dr.
El Paso, TX 79935
(915) 591-0551 *

PRINCE MACHIAVELLI
533 Executive Center Blvd
El Paso, TX 79902
(915) 533-8489

HONKY TONK TOPLESS
2412 E Belknap St.
Fort Worth, TX 76111
(817) 831-8972 *

THE BODY SHOPPE
6224 Westheimer
Houston, TX 77057
(713) 781-0014 *

THE LADY
3701 N. I-35
Austin, TX 78722
(512) 478-2444 *

SILK STOCKING LOUNGE
Highway 6 S.
College Station, TX 77845
(409) 690-1478 *

BOTTOM'S UP CLUB
5945 Williams
Corpus Christi, TX 78412
(512) 993-2740 *

LAMPLIGHTER
957 Montano
El Paso, TX 79925
(915) 593-1969 *

ISLANDER CABARET
1244 Gulf Fwy.
Galveston, TX 77550
(817) 244-3331 *

SOUTHERN BELLE'S
9736 Harry Hines Blvd.
Dallas, TX *

DREAMS
525 S. Industrial Blvd.
Dallas, TX *

LACE
2711 Majesty
Arlington, TX
(817) 640-8555

UTAH

LACE
1847 Wall Ave.
Ogden, UT 84401
(801) 394-4757

LEATHER & LACE
2480 S. Main St. #210
Salt Lake City, UT 84115
(801) 487-9419

VIRGINIA

DADDY RABBITS
3206 Broad Rock Blvd
Richmond, VA 23224
(804) 232-9930 *

GRECA RESTAURANT
840 W Grace St.
Richmond, VA 23220
(804) 355-8987 *

LAST CHANCE
3904 Hull St.
Richmond, VA 23224
(804) 232-9846 *

ARLINGTON GRILL
1713 Wilson Blvd.
Arlington, VA 22209
(703) 527-1508 *

J.B.'S GALLERY OF GIRLS
1428 N. George Washington Hwy.
Chesapeake, VA 23323
(804) 485-5294 *

BLUEBEARD II
15674 Warwick Blvd.
Newport News, VA 23601
(804) 887-TITS *

FOXES
10707 Pacific Ave. S.
Tacoma, WA 98444
(206) 537-1823 *

WEST VIRGINIA

HUDDLE CLUB
RR 9 Jefferson Mall
Kearneysville, WV 25430
(304) 728-7043

CHEETAH LOUNGE
Route 60
St. Albans, WV 25177
(304) 766-8325

WISCONSIN

RICKEY'S
2601 W. State
Milwaukee, WI 53233
(414) 933-1520 *

PLAY PENN
6426 W. Green Field Ave.
Milwaukee, WI 53214
(414) 475-0373 *

BONKERS NITE CLUB
Cty Trk "R"
Rockwood, WI 54220
(414) 684-9950 *

RICKEY'S ON STATE
2601 W. State
Milwaukee, WI 53233
(414) 933-1520 *

VISION NIGHTCLUB
3554 E. Washington Ave.
Madison, WI 53704
(608) 244-9771

AIRWAY INN
Box 136
Niska AB P0C 2G0
(403) 944-2581 *

MACKENZIE PARK INN
424 Gregorie Dr.
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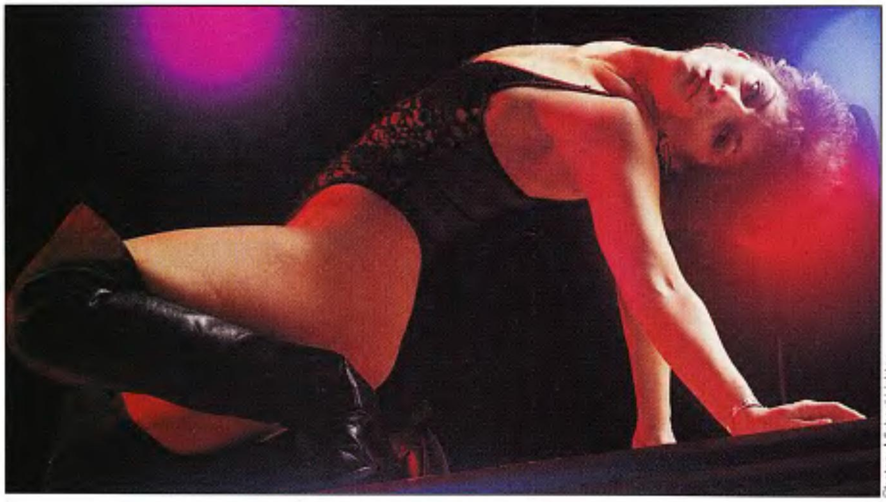

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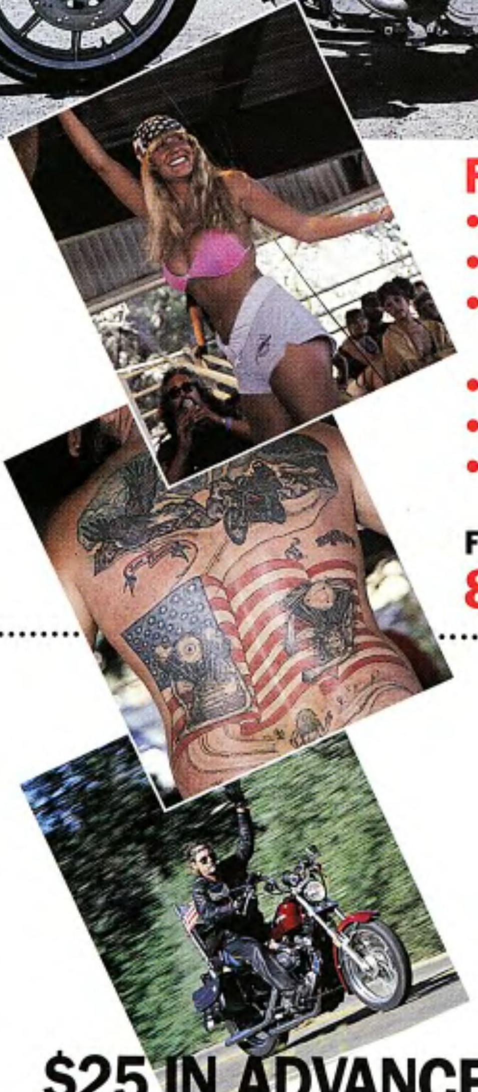

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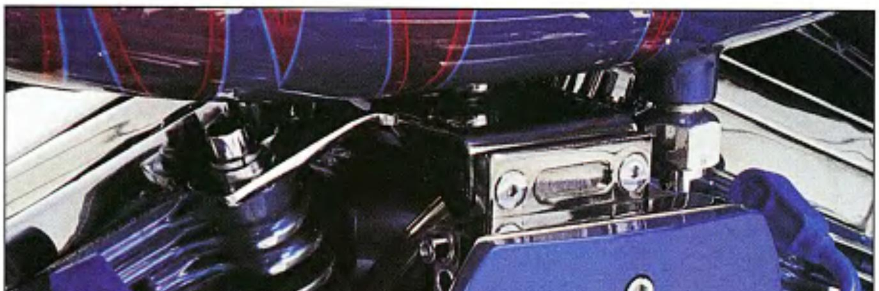


The bike you see on these pages is more than just a motorized masterpiece—it's a cause for celebration. This striking FXR began almost as a whim. Lee Clemens, owner of Departure Bike Works (DBW) in Richmond, Virginia, had a motor, a transmission, and some ideas. His long-time associate and resident fabrication wizard, Charles "Giggie" Gilliland, happened to have a frame and some hot ideas. So, one lazy Sunday afternoon, they got together with a few gallons of black coffee for inspiration, a couple dozen bear claws for energy, a few hundred napkins for drawing, and two trusty No. 2 pencils, and mocked up the fine FXR you're looking at.

Two guys getting together to knock out the prototype for a custom motorcycle may not sound like something worth jumping up and down, lighting your hair on fire, or whistling Dixie over—but it is. You see, it's something that just doesn't happen nearly as often as it used to. New technology, shifts in public taste, younger and more affluent buyers, and a generally inflationary economy are just a few of the factors that have brought about the near-demise of the project bike. Today, a project bike can mean tying up thousands of dollars and virtually →

strangling the cash flow of a business.

That this bike is an exception is a tribute to the dedicated group who worked on it. The engine work on this 96-cubic-inch beauty was done by Ken Berry, and the unique, eye-torquin' paint represents the effort of Keith Saunders. Lee, Giggie, Ken, and Keith are four men who comprise the tight-knit group DBW, a group that also includes Lee's wife, Brenda, and his son, Travis.

Departure Bike Works has been in business since 1972, and the shop is pretty much self-contained—machine-work, fabrication (including frames, on occasion), welding, and painting are all essentially in-house. "Though we have built most any style you can think of," Lee says, "I have to admit to being partial to the older chopper look. Instead of the body covers, panels, full-skirted fenders, and such, I prefer the bare-bones chopper style—updated with five-speed transmissions and rubber mountings, of course, but retaining the essence of the lean and mean traditional chopper."

Lee emphasizes that the creation of a DBW bike is a group effort, and in addition to the people already cited, he offered particular thanks to Rick at Russell Performance Products,

Ben Kudon at Accel, R&D Motorsports, and Allen Alvarez at Crane Cams.

"If there's one thing I'd like to stress," Lee says, "it's that I've been at this for twenty-three years and the thrill is still there. Working on a motorcycle, starting it up, and riding it for the first time—that never gets old for me. My son's working with me now, and I just hope he'll find the kind of good people I've been fortunate enough to know, and carry on."

Now if those ain't words to celebrate, I don't know what are.

—*Kickstart Paul*

Owner: ....Departure Bike Works
City:..........................Richmond, Virginia

General

Fabrication by:................................DBW
Year and make:........................1994 H-D
Model:...FXR
Chroming: ....Brown's

Engine

Year: 1994
Model:...FXR
Rebuilder: ....Ken Berry/DBW
Ignition: ....Crane Cams
Displacement: ....96 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....Delkron
Heads:..................ported & flowed/DBW
Cam:...Crane
Carb(s):...S&S
Pipes: ....2-inch, anti-reversion drag
Modifications:........balancing by DBW, S&S air cleaner, S&S anti-pump ups

Transmission

Year: ....'94
Modifications: ....race cut, Andrews first gear

Painting

Molding: ....Chuck/Lightning Graphics
Painter: ....Keith Saunders/L.G.
Color: ....True Blue, Passion Pearl
Special paint: ....pinstripes by Mike Hall

Frame

Builder: ....Kenny Boyce
Type:....................................Pro-Street
Modifications: ....molding by Lightning Graphics

Accessories

Bars:......................................drag bars
Fenders:...wide
Headlight: ....Bates
Taillight: ....Ness
Speedo: ....H-D
Pegs: ....Performance Machine (front)
Gas tank: ....DBW
Oil tank:..DBW
Seat:...one rider
Mirrors: ....none
Grips: ....Ness

Forks

Type:..................................narrow glide
Modifications:.....................built by DBW

Wheels

Front:.........19-inch, RC hub, Avon, P.M.
Rear:..........18-inch, RC hub, Avon, P.M.
Photos:..........................Bob Jones Jr.

OPEN ROAD ART

ARTIST TAKES HIS WORK TO THE HIGHWAY

Award-winning California sculptor Jeff Tritel is inspired by the thrill and spirit of motorcycling. He identifies with bikers, he says, and their sense of freedom and enjoyment of the open road. "I don't ride myself," he adds, "but I understand them. For the last twenty years, like bikers, I've also let the universe take over. I have spent a lifetime cultivating independence from social conventions."

Jeff's mixed media and limited-edition bronze sculptures are cited as touching his audience in an emotional way. "I sculpt my feelings and experiences," he says. "And, because I personally convey a down-to-earth, everyman image, I find that increasing numbers of people are able to relate very strongly to these sculptural expressions."

> "I was totally immersed in the midst of hundreds of thousands of riders"

Jeff taps into many aspects of his existence for his work, including musical themes and exploring his own frailties in sculptures, like *Man With An Itch*. This piece depicts a man stretching so far to scratch his itch, that his arm starts to tear loose. He says this symbolizes what can happen if we scratch those psychological "itches," like sex, drugs or alcohol.

His initial venture into sculpting a biker piece began with his *Spirit Of The Open Road*, which depicts an eagle fused with a motorcycle. Jeff's imagination soared with this creation when he perceived his eagle—its front legs turn into motorcycle forks, a wheel attached to the

forks. The eagle has the engine block built into its chest, and the gas tanks built into its sides. Motorcycle pipes are a part of the wing structure. It is this fusing that creates a new creature that is, in Jeff's words, "almost a spiritual god—representing the experience of motorcycling and being free and close to nature."

To ensure an audience for this piece, Jeff spent the summer of 1993 exhibiting it at motorcycle events, including several *Easyriders* Rodeos, Harley-Davidson's 90th Anniversary celebration in Milwaukee, several regional H.O.G. rallies, and the Sturgis Rally and Races.

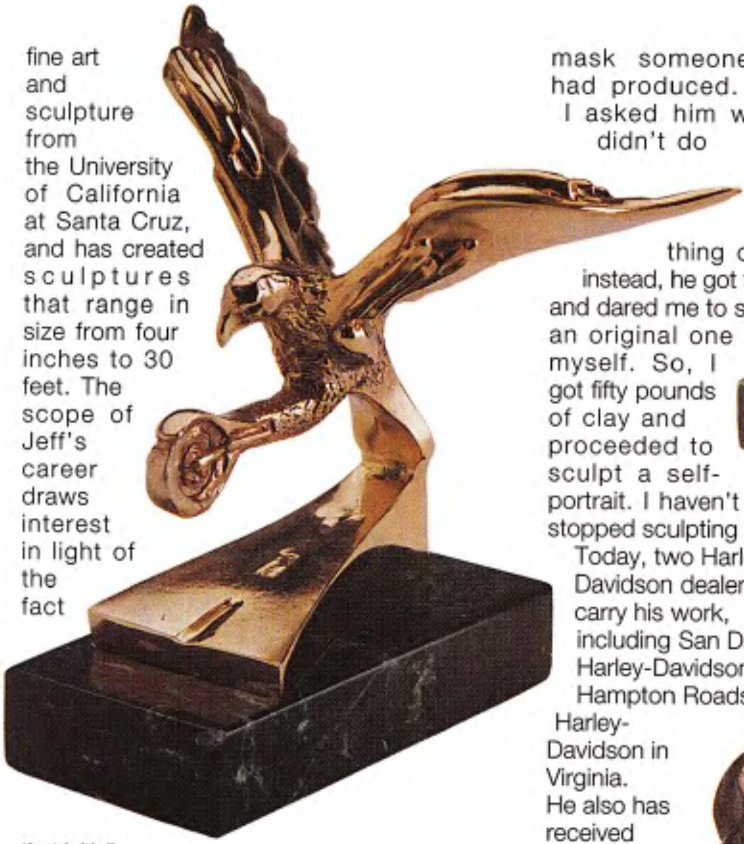
"This experience," he says, "is what led me to design the *Fantasy in the Wind* collection. For so long, I was totally immersed in the midst of hundreds of thousands of riders."

He ultimately gained a healthy following for his motorcycle art as the result of that collection, which is one of a series of 11 limited edition fine art bronze sculptures depicting various aspects of the biker lifestyle. The series includes: *Riding The Dragon*, *Biker Goddess*, *Red Cloud In The Wind*, *His Hog*, *Her Hog*, *Biker Goddess*, and, *Easyridin' At The Rodeo*, among others. According to Jeff, the collection goes beyond the obvious and touches the human element. Two of the sculptures, *His Hog* and *Her Hog* depict riders on mechanized hogs

(the animal kind). *Biker Goddess* is a winged female standing on an engine, *Death on Wheels* portrays a skeleton on a mechanical wolf, and *Red Cloud In The Wind* combines a Native American with a wheeled Pegasus.

Jeff's career spans more than 20 years. earned his degrees in →

fine art and sculpture from the University of California at Santa Cruz, and has created sculptures that range in size from four inches to 30 feet. The scope of Jeff's career draws interest in light of the fact

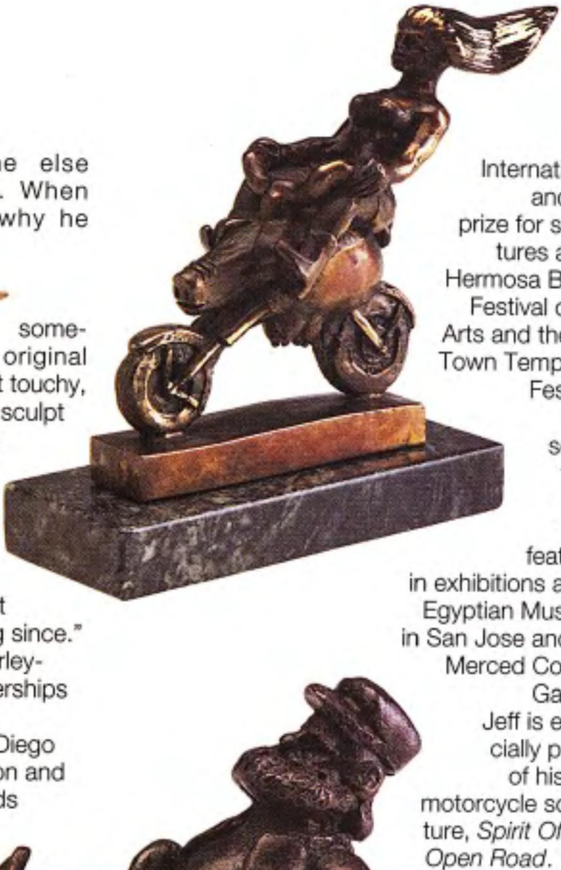


that initially, he says, he had no leaning at all toward the arts.

"I was hot into academics," he recalls, "like math and English. Actually, in my early college days, I was considering becoming an architect."

He says he sculpted his first piece on a dare. "My college roommate was always doing artsy stuff, like painting and sculpting. One day, he was doing a clay mask, actually a copy of a mask someone else had produced. When I asked him why he didn't do something original instead, he got touchy, and dared me to sculpt an original one myself. So, I got fifty pounds of clay and proceeded to sculpt a self-portrait. I haven't stopped sculpting since."

Today, two Harley-Davidson dealerships carry his work, including San Diego Harley-Davidson and Hampton Roads Harley-Davidson in Virginia. He also has received awards from the International Art Competition, the Artist's Society



International, and first prize for sculptures at the Hermosa Beach Festival of the Arts and the Old Town Tempe Art Festival. His sculptures have been featured in exhibitions at the Egyptian Museum in San Jose and the Merced College Gallery.

Jeff is especially proud of his first motorcycle sculpture, *Spirit Of The Open Road*. "The eagle symbolizes freedom," Jeff says. "When you can free yourself from everyday obligations and live free, that is when you empower yourself. That sculpture is the joining together of two concepts: biking and self-empowerment."

—*Paula Dion*

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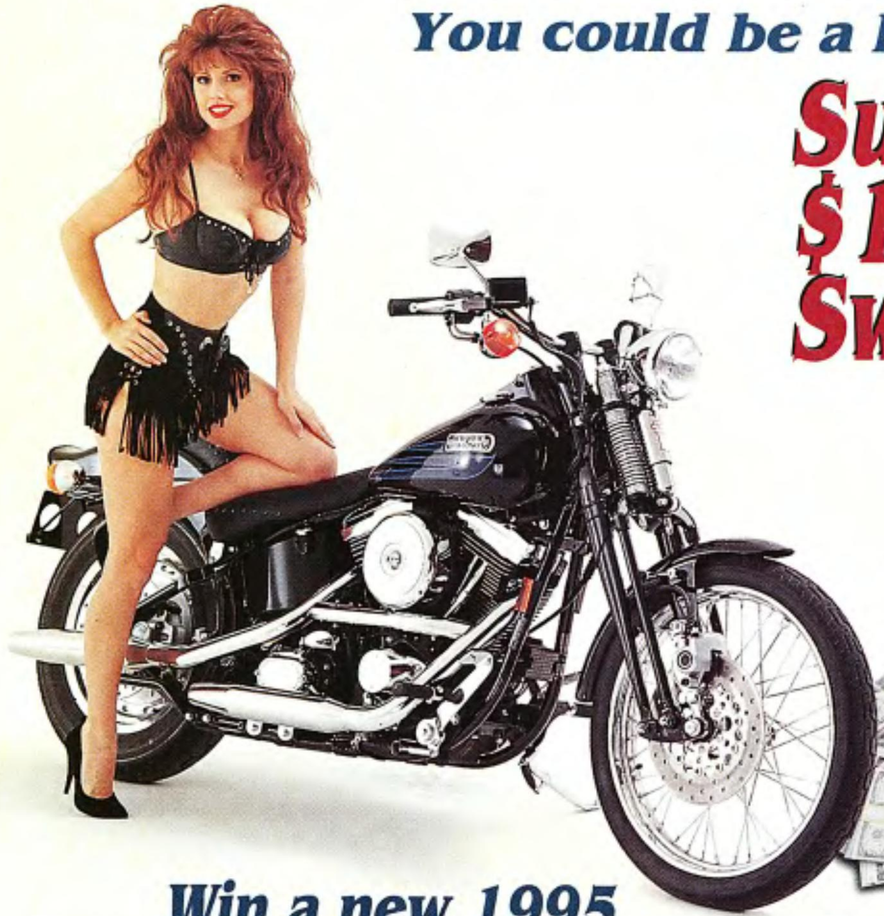

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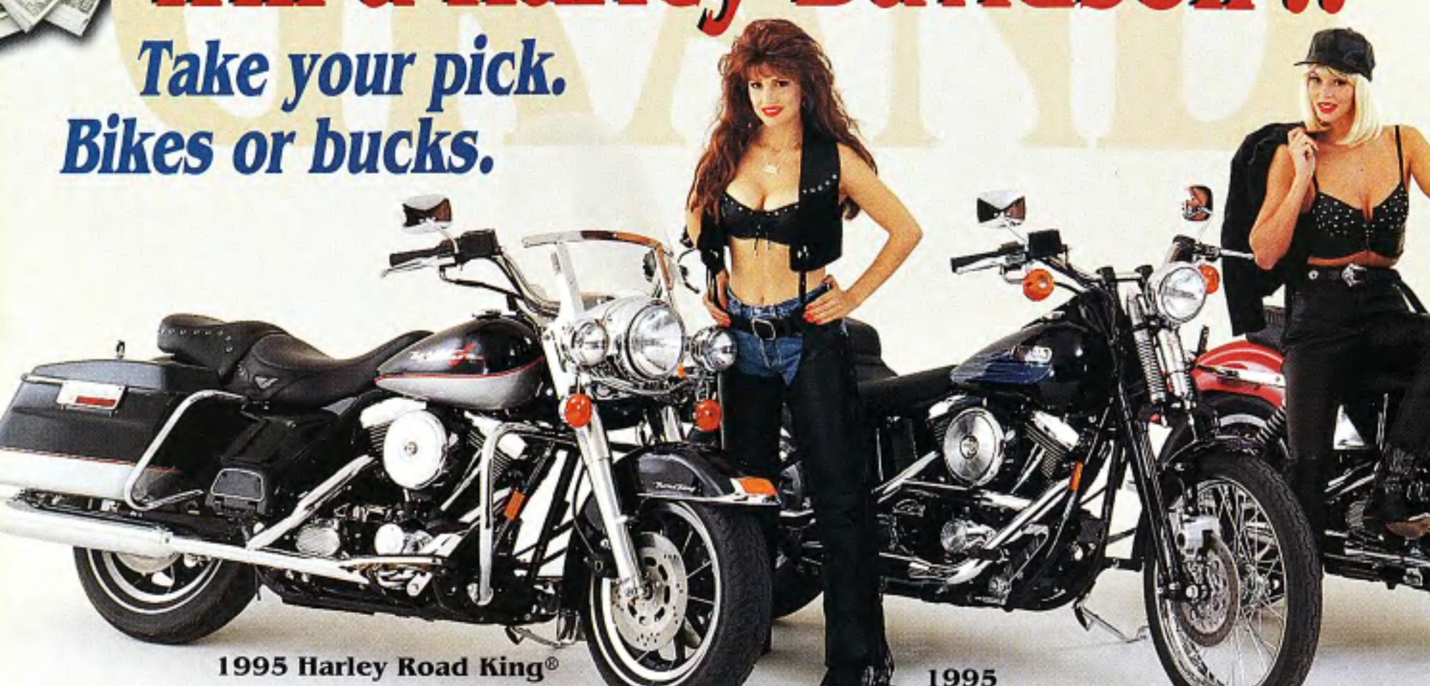

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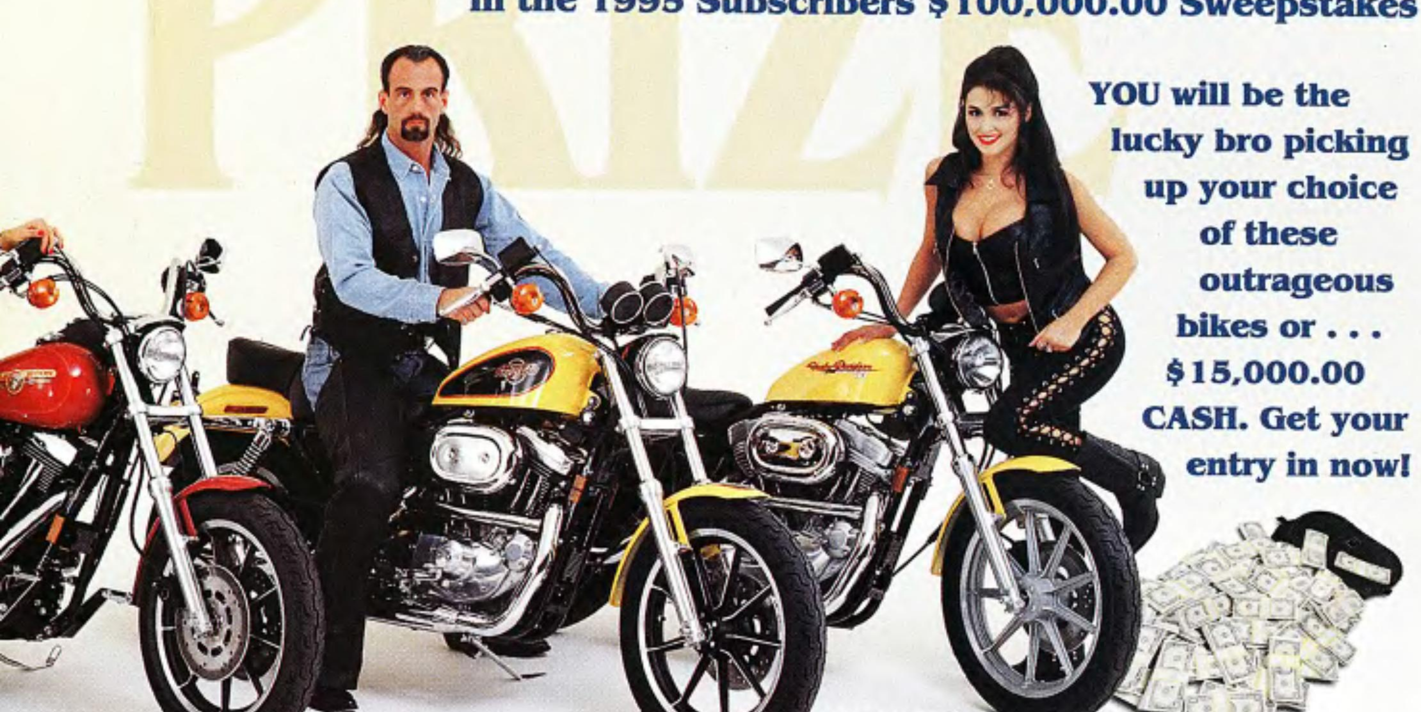

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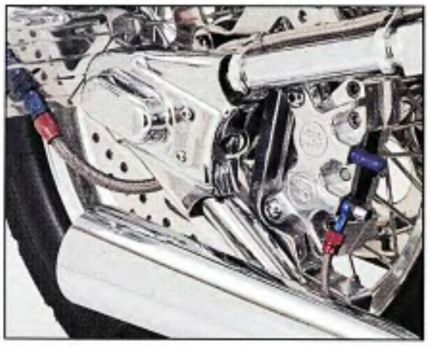
WHITE NOISE

FROM WHITEY AND THE DRAG BAR BOYS

Park your butt down on this chopped Daytona seat, grab a handful of throttle on the wireless drag bars, pop the shifter into gear, and if anyone gets too close, hit the nitro a hair. This bolt of white lightning belongs to Ron Brill, owner of Darkside Customs in Santee, California (San Diego County), who transformed a stock 1988 Softail into his vision of the perfect power-packed chopper.

Gazing out over the San Diego area landscape on warm nights, you can't miss the sight—and sound—of Whitey and the Drag Bar Boys blasting out from →



local watering holes with a nitrous-induced vengeance. The Drag Bar Boys are Ron and his bros, who started fitting their bikes with drag bars back when everyone else was into apehangers. The group's name stuck—as did the drag bars. Whitey is the name for this snow white (but anything but mild) Softail.

"I like the drag bike look," says Ron, "long and low, with lots of rubber hitting the bricks." The choice of color was his answer to what he saw as a scarcity of white bikes. But there's much more to this Softail than white noise. Look closely and you'll see the close attention to

detail, all reflecting Ron's obsession with the intricate. When you put together all the pieces of the puzzle, you'll see a clear picture of Ron's image of the perfect drag chopper. Notice the porcupine effect on the fins, the engraved heads, the 80-spoke front wheel, and even the tiny pink striping gracing the gas tank. His decision to use pink on a macho, badass dragster illuminates Ron's screw-what-anybody-else-thinks attitude.

Ron was raised on bondo and sheet metal in his father's auto body shops. But as the sun went down and the moon lit up the sky, Ron was overtaken by two-wheeled fever. Somewhere deep beneath the earth, writhing with the pangs of near-demonic passion, burning with inspiration, and drenched with desire, Ron exploded from his subterranean turmoil to satisfy the demons clawing at his guts. The demons drove him to create custom bikes to satisfy his molten appetite for long, low-slung scoots with stroked motors—sleek serpents with a nasty bite.

The demons drove him to create custom bikes ... long, low-slung scoots with stroked motors

Those infernal fires still burn for Ron Brill, and his "dark side" is still the force that drives him—both in his business, Darkside Customs, and his love for dragsters. Don't let the pure white bike fool ya.

—Harley Hardesty →

Owner: Ron Bril
City: Santee, California

General

Fabrication: Darkside Customs
Year and make: 1988 H-D
Model: FXSTC
Chroming: Quality Polishing

Engine

Year: 1988
Model: Evo
Rebuilder: Darkside Customs
Ignition: Dyna dual fire
Displacement: 80 cubic inches
Lower end: H-D
Pistons: Axtell 10.5:1, Pro Street
Cases: with Helicoils
Heads: milled, ported 30 degrees
Cam: .600 lift
Carb(s): 40 Mikuni modified
Pipes: Darkside Customs
Modifications: custom NOS system, Zambini air cleaner, 1/2-baffle muffler

Transmission

Year: 1988
Modifications: Andrews gears, Darkside short shift

Painting

Molding: none
Painter: Tony Lalicata (Uptown Cycles)
Color: white, silver
Special paint: scallops, urethane

Frame

Builder: Darkside Customs
Type: custom, Darkside
Modifications: slammed down into the mud

Accessories

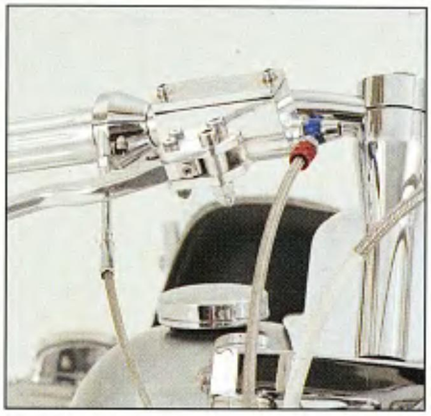
Bars: drag, wireless
Fenders: Darkside (front), Pro Street (rear)
Headlight: Ness/Darkside ext.
Taillight: Ness/Darkside bracket
Speedo: white
Pegs: P.M./Darkside
Gas tank: widened 1½ inches, AN fittings
Oil tank: AN fittings
Seat: chopped Le Pera Daytona
Mirrors: Ness
Grips: Ness

Forks

Type: wide glide
Modifications: 6 ¼ inches under, heavy rebound

Wheels

Front: 80-spoke, 21-inch Avon, P.M.
Rear: 16-inch, Bridgestone, P.M.
Photos: Raiko Hartman



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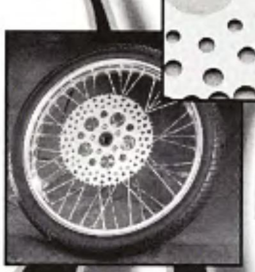

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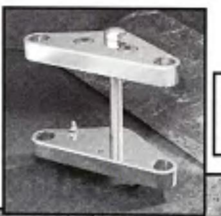

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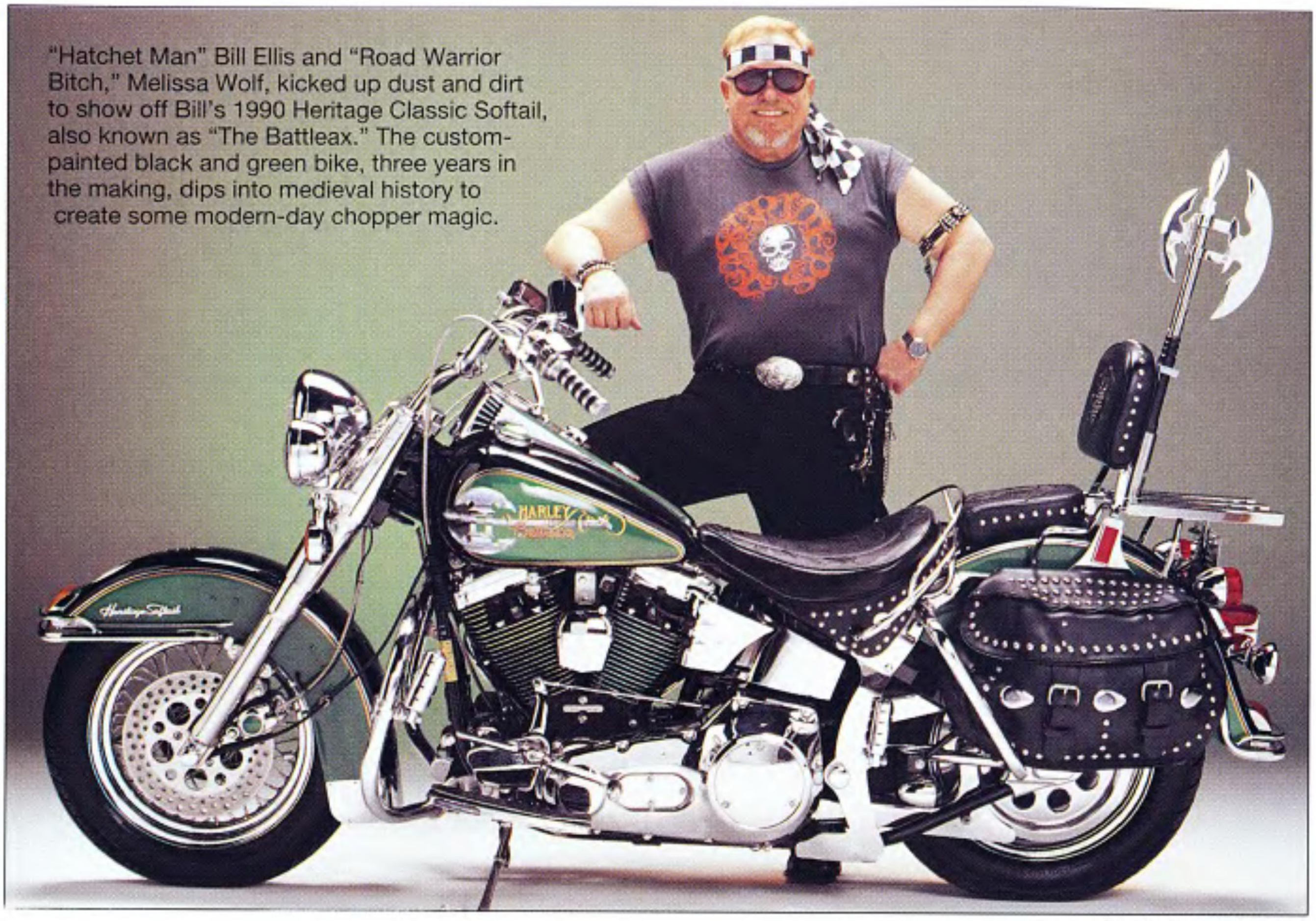
IN THE WIND

—Pat Randle, Daytona Beach, Fla.

IN THE WIND

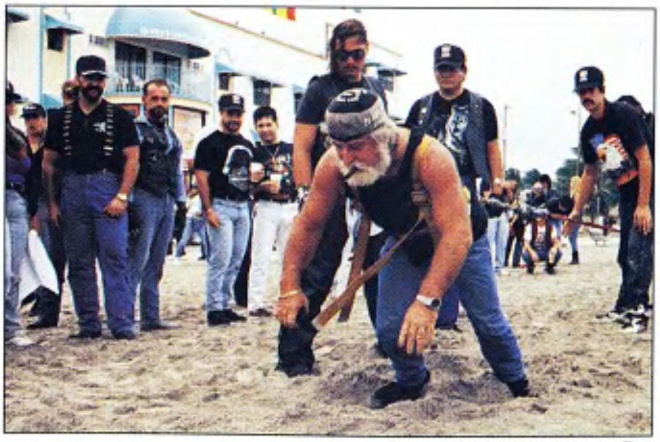
—Bill Ellis, Greensboro, N.C.



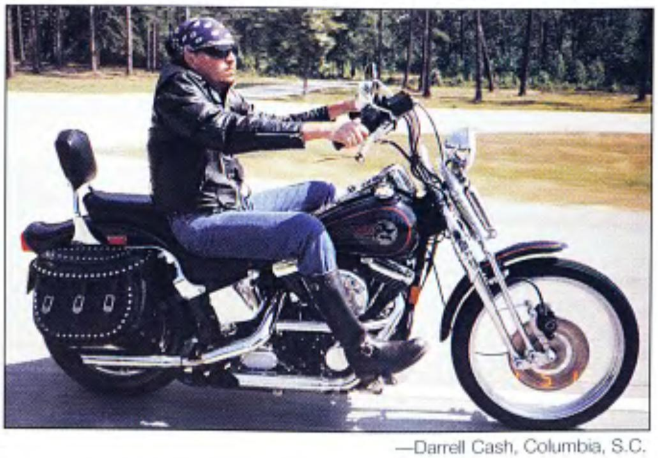
"Hatchet Man" Bill Ellis and "Road Warrior Bitch," Melissa Wolf, kicked up dust and dirt to show off Bill's 1990 Heritage Classic Softail, also known as "The Battleax." The custom-painted black and green bike, three years in the making, dips into medieval history to create some modern-day chopper magic.

—Bill Ellis,Greensboro, N.C.

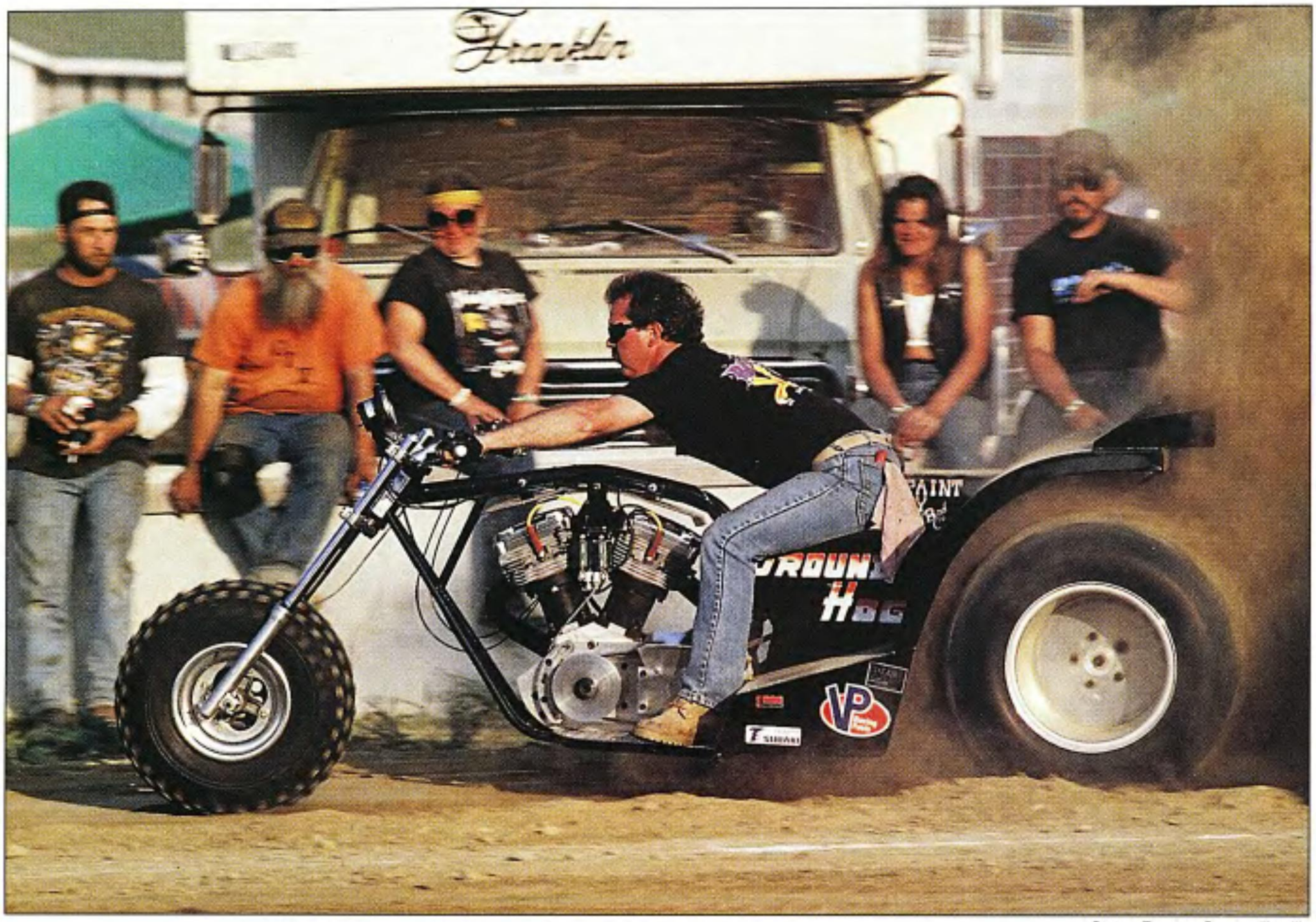
—Warren J. Love, Linesville, Pa.



—Rick Barrett, Ft. Lauderdale, Fla.



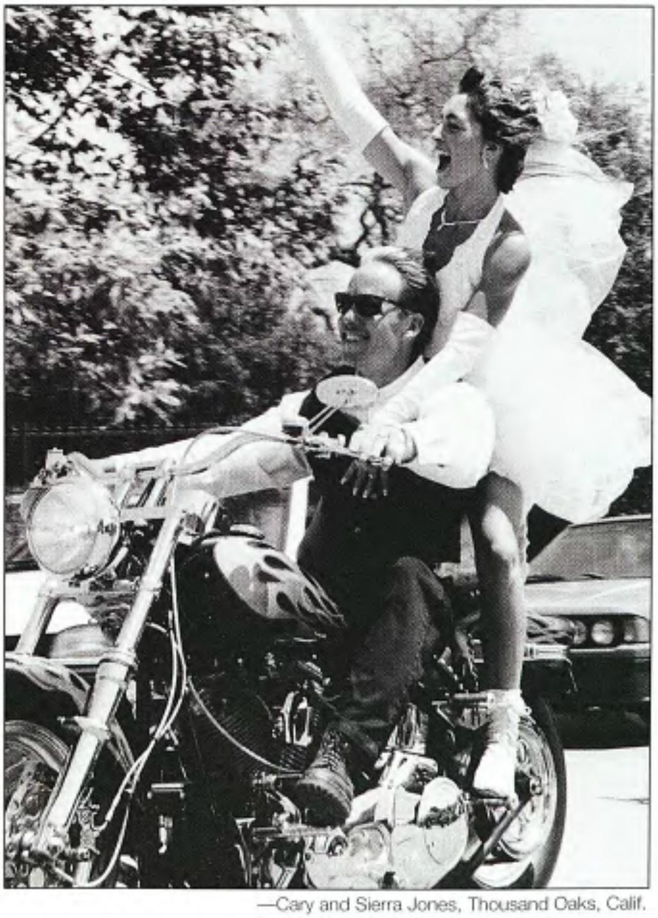
—Darrell Cash, Columbia, S.C.



—Steve Reyes, Caseyville, Ill.

—Cyclops, Weirs Beach, N.H.

—Miami Lou, Miami Beach, Fla.



—Cary and Sierra Jones, Thousand Oaks, Calif.

—Don Pettit, Sanford, Fla.

—Russ Mikesell, Fowlerville, Mich.

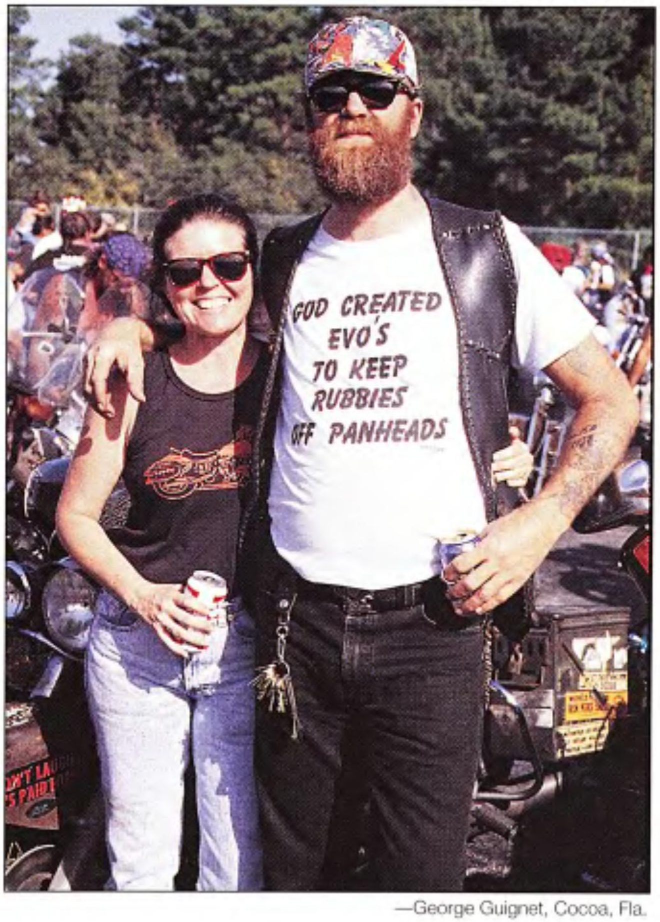
—L.T. Columbus, Ohio

—Doc, Macedon, N.Y.

—Peggy Garvin, Aiken, S.C.

—Joe Puleo, Beverly Hills, Calif.

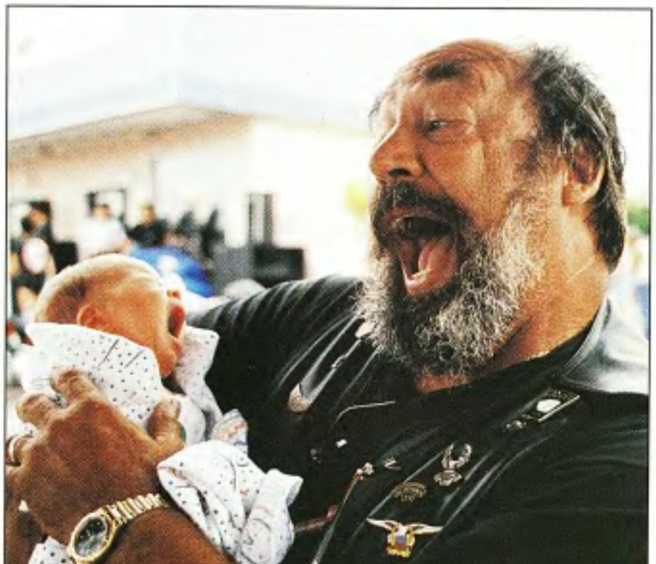
—Big Steve Hernandez, Lancaster, Calif.



—George Guignet, Cocoa, Fla.

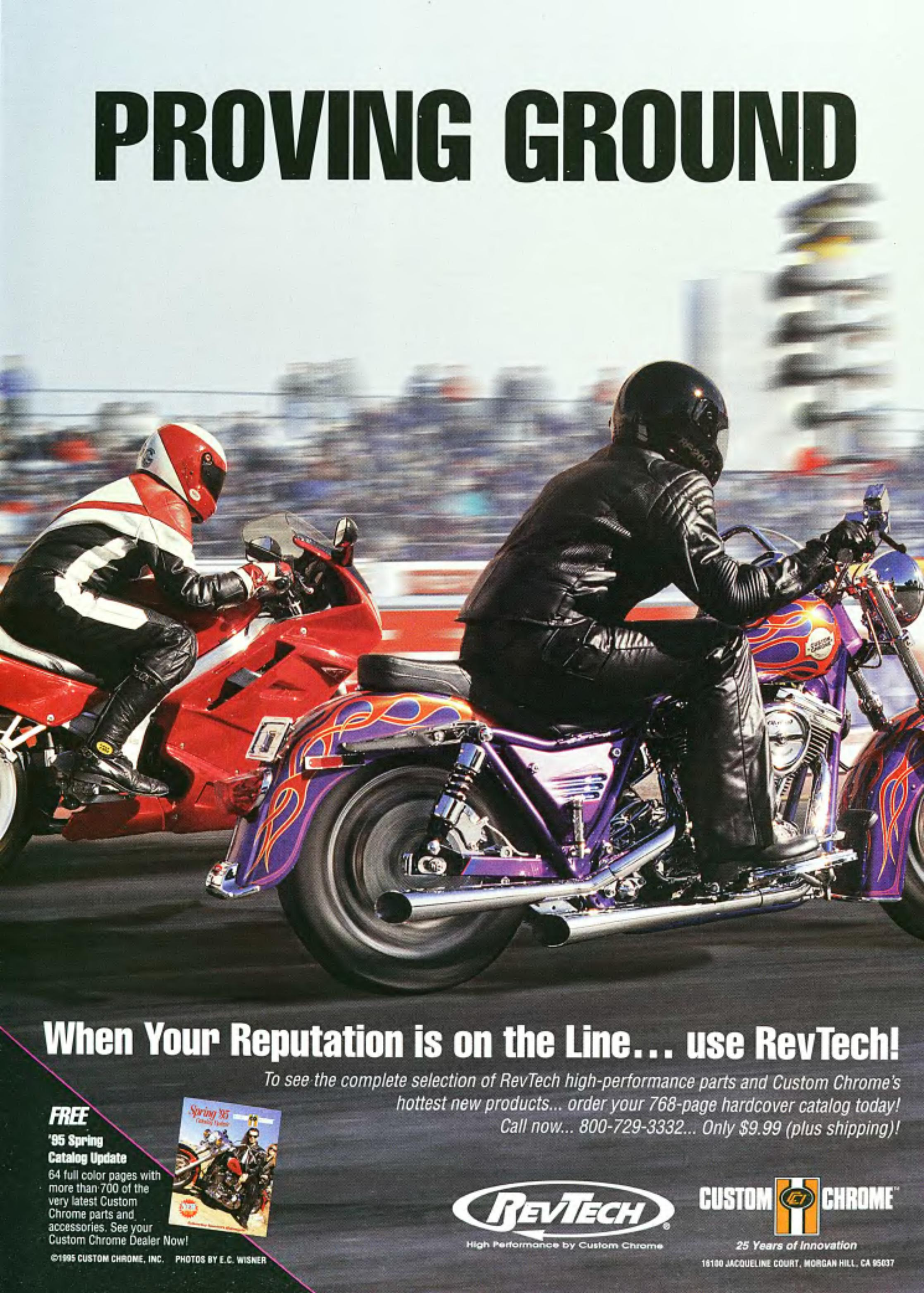
—Dan Roberts, Bremerton, Wash.

—Bill Bish, Waco, Texas



—The Mouthpiece, Florida Keys, Fla.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6x7, or 4x5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $500 for a two-page photo spread, $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white printed.) Please label all photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope. So, mail your photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.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FOX HUNT

DECEMBER WINNER

Bikers beware and Casey Jones take care, because you'd better watch your speed—that is, out on those desert interstates connecting California with Nevada and Arizona. Why? Because Patricia (she pronounces it *Pa-treek-a*), our lucky star from Las Vegas, Nevada, has ambitions of becoming a police officer. But, don't worry too much about those pesky speeding and helmet law violations. Her primary reason for wanting to join Las Vegas' finest is to help abused children and to pull over studly men who might want to join her on bike trips to Laughlin and Sturgis. If you're longing to be one of those dudes, she didn't say much about what she doesn't like, but what she does go for is a longhaired guy with a handsome face to remind her of her "alter ego and feminine sexuality." If you think you're tough enough to handle her, check out Patricia with fellow desert resident Myron Larrabee's 1994 Evo on page 102.

—Jammin' Julia

That ride was so exciting and exhilirating that it changed my life from socks and sneakers to fishnets and come-fuck-me pumps.
Michelle, Florida—#501

The first ride showed me the thrill and the freedom—going fast with a great-looking guy between my legs! Wow!
Carolyn, Oklahoma—#502

Regarding my first ride on a Harley-Davidson, all I can say is that if I need to explain it, then you don't need to know.
Sarah, Puerto Rico—#503

I have loved Harleys all my life. I love the vibrations and the sound they make while I'm riding them. By the way, I'm single.
Lyne, Quebec, Canada—#504

The total feeling of the rumble of a Harley is the best excitement I have ever felt. What a ride—it was the best.
Roberta, Kentucky—#505

I've only been on one ride, which was awesome. I just need volunteers to take me on more rides, because that one wasn't enough.
Jan, Oregon—#506

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

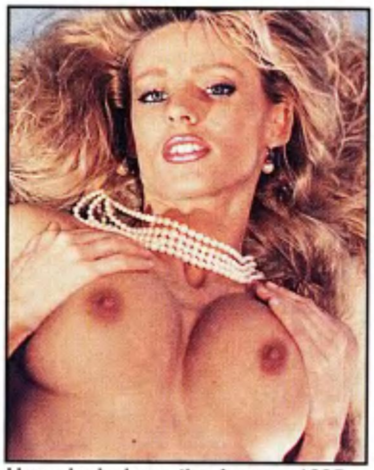
Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. Sorry, no photographs can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #263 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Here she is, bros, the January 1995 winner in our monthly Fox Hunt, Adara, #104, from Sandusky, Ohio. See more of her next issue.

For this issue, you can begin sending in your votes starting April 1, 1995.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties is April 30, 1995. We'll print the winner in the September 1995 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

263

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
I am _____ years of age, born ______________________
I will pose Topless _______ Full Nude ______________
Model's Signature ______________________

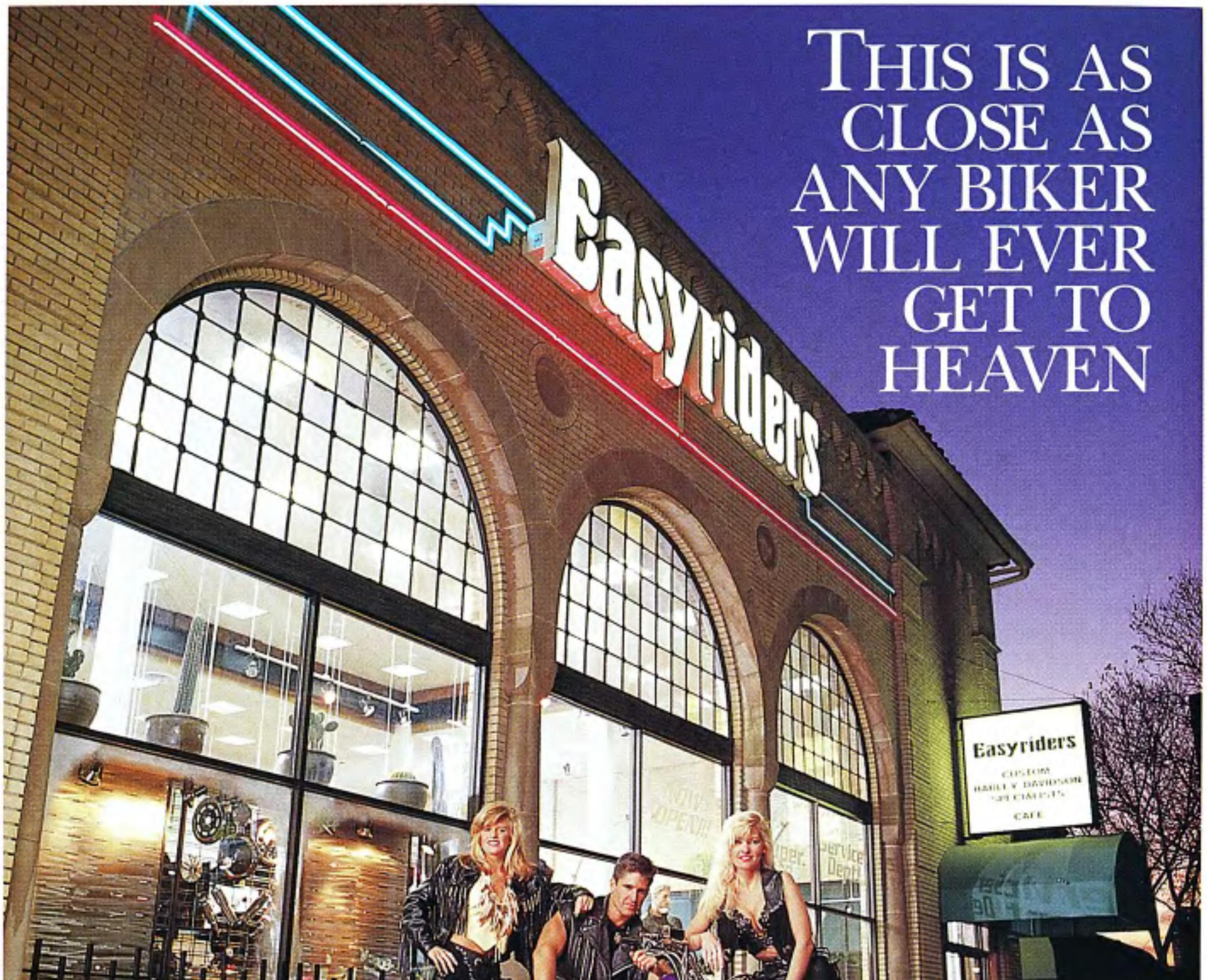
Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ______________________

Don't forget to vote. These girls are depending on you.

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____
____
____



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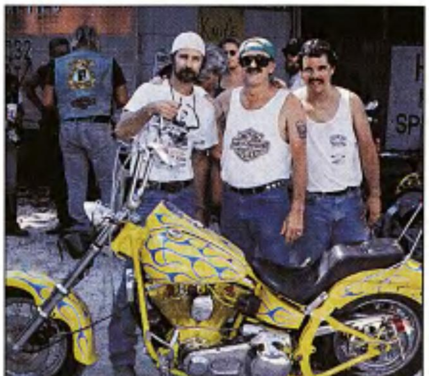
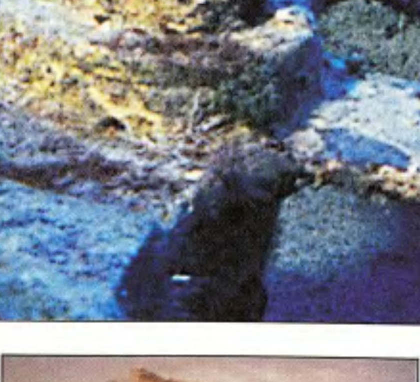


More than 20,000 sun-drenched scooter jockeys are expected to rumble along the scenic Overseas Highway when the Florida Keys Poker Run celebrates its 23rd year from September 15 to 17, 1995.

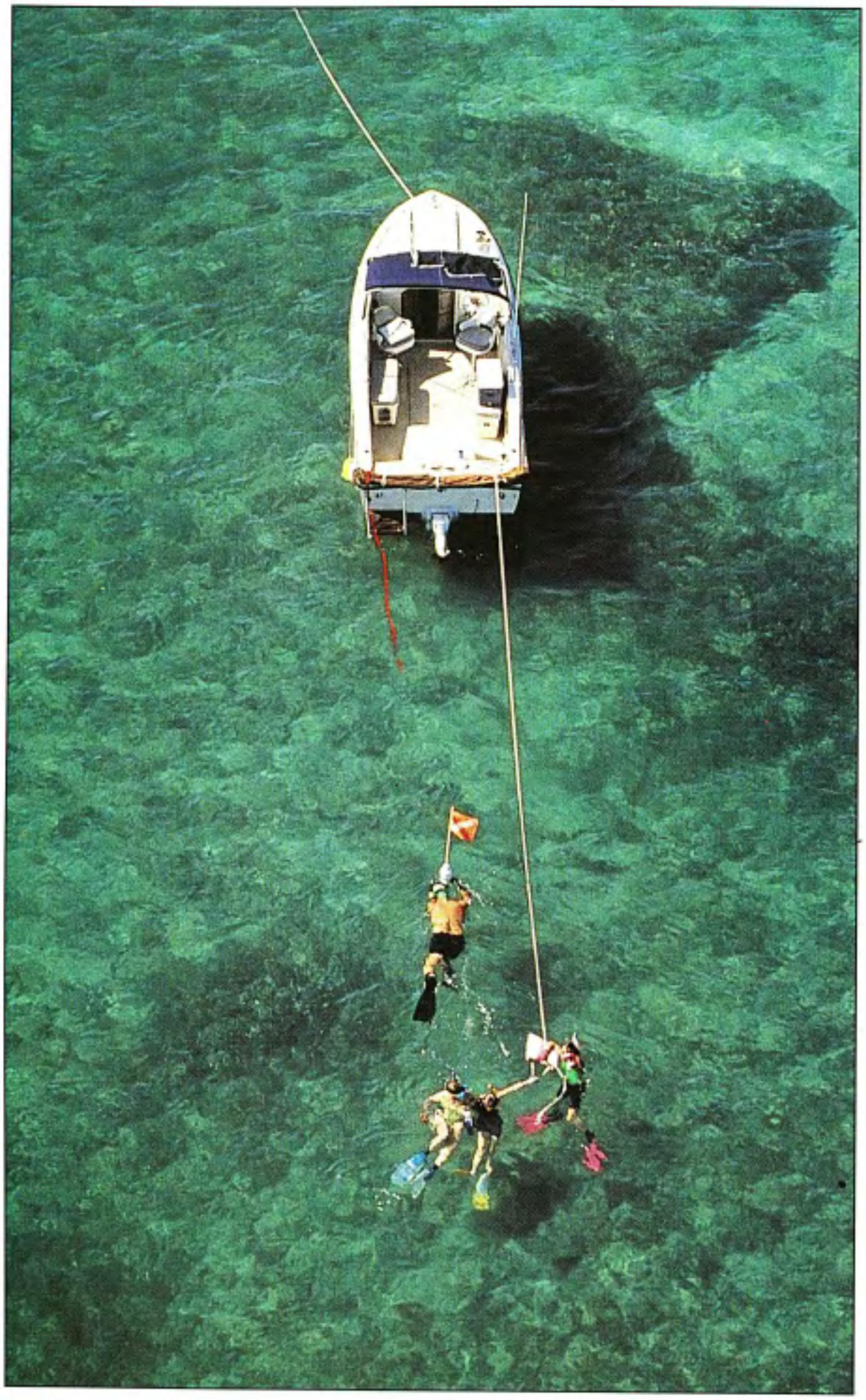
Rolling south out of Miami, motorcyclists will island jump for 165 miles, crossing the aqua-blue waters and pink coral of the Gulf of Mexico over 43 bridges, while making five stops. The run is free, but anyone playing poker must pay $10. One card is drawn at each checkpoint. Winners are determined at the last stop, co-sponsor Horn's Motorcycle Shop in Key West.



PUTTIN' THROUGH PARADISE

THE FLORIDA KEYS POKER RUN

"It started with forty-six guys back in '72," said Mike Horn, who with co-sponsor Phil Peterson, owner of H-D of Miami, saw a way to "raise some money for charity, boost camaraderie among local bikers, and spread good will to those who didn't have a real good image of bikers." →



"I was looking for things to do," said Mike. "It's just open water and islands out here. But when the run's on, it's like Sturgis."

Key West, the southern-most city in the United States and home to Ernest Hemingway, who was rumored to get on a bike now and then, has been described as a "New England village with a Caribbean flavor." The island is only four miles wide and two miles long, but packs in 137 bars and restaurants, according to Mike. "People sure come here to party. I got fifteen thousand bikers walking through the door during Daytona Bike Week last year, and that's five hundred and ten miles away."

The third weekend In September was chosen because there's usually a lull in the year-round tourist season, said Mike. "It's the best time to be here: fewer people, less humidity, more hotel rooms."

Check-in is any time from 8 a.m. on Friday, September 15 through Saturday, September 16 at 6 p.m., at either of two locations: H-D of Miami (7701 NW 7th Ave.) and its sister shop, H-D South (17631 South Dixie Hwy.) Call (305) 754-2648 or (800) 545-2561.

Last year, the checkpoints were the Caribbean Club in Key Largo, the Holiday Isle Resort in Islamorada, the

Holiday Inn Resort in Marathon, Boondocks in Ramrod Key, and Horn's shop. The same stops are tentatively planned for this year. In 1994 the best hand won four nights accommodations at a Key West resort, three days of moped rentals, and $500 cash.

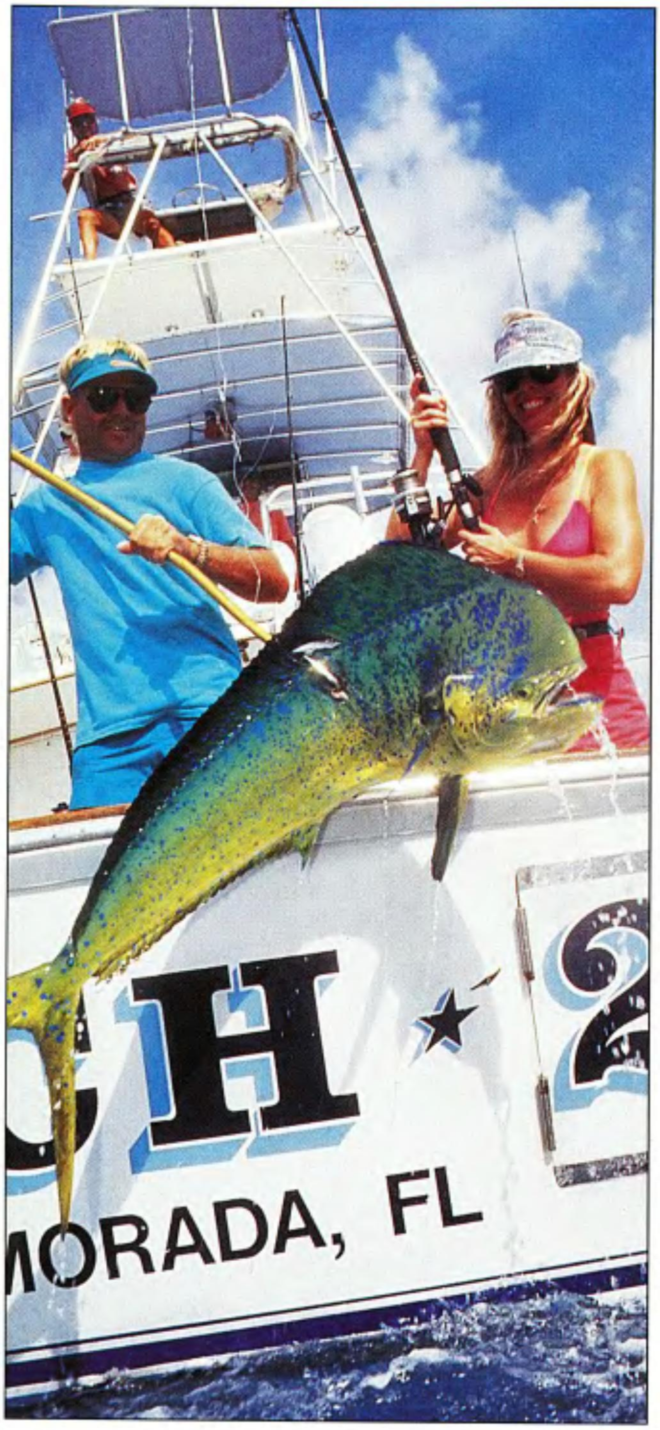
There's also a poker run within the run on Friday. Anyone who pays $10 in Miami can participate, and, for no extra cash, you can draw five cards from a choice of 10 bars and restaurants in Key West. First place takes $300.

One and a half miles of the two-mile main drag, Duval St., is cordoned off for bikers. A stage is set up and live bands perform until 3 a.m. Food and drink are everywhere. The party starts on Friday night and Saturday at noon.

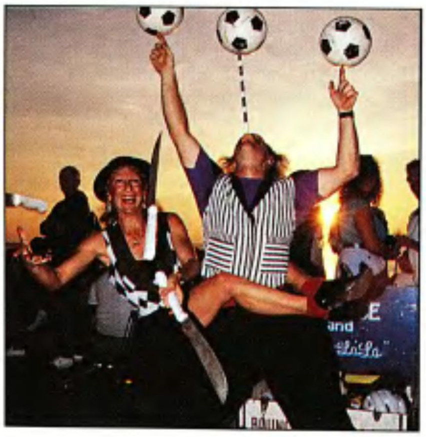
From noon to 6 p.m. on Saturday a (strictly) ride-in bike show (five classes) will be held. Last year Best In Show rode off with $300 and a trophy.

A sunrise blessing of the bikes kicks off Sunday's events. About half-way back to the mainland, the Holiday Isle Resort is expected, once again, to provide a farewell party and a 50 percent room discount for those too weary to finish the trip.

Last year the run, including the raffle of a custom Sportster, raised $57,100 →



Photos: Pat Randle, Monroe County TDC



for charity. Half the proceeds went to the Diabetes Research Foundation in Miami, the rest was distributed through the Key West Sunrise Rotary Club.

For more details about this year's run call Horn's shop at (305) 294-3032.

—*Josh*

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PUMPING IRON IN ARIZONA

MYRON LARRABEE IS INTO BUILDING MAXIMUM MUSCLE

Easyriders

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It's a fact that Myron Larrabee has iron in his blood. His passion for pumping iron comes second only to his love of building it: "My first love is motorcycles," says Myron, owner of *Easyriders* of Scottsdale, Arizona.

Besides his affinity for building bikes, Myron's penchant for heavy metal is revealed in his numerous weight-lifting titles. "I was a power lifter and won a few contests, like Mr. Phoenix. In a northern Arizona contest, I was runner-up for Mr. Arizona. I also have two World Gyms in the Phoenix valley."

For now, Myron has dropped the

weights and has gone to the drawing board to focus on his shop's bike-building talents in a custom 1994 Harley in an Atlas Pro Magnum frame. "We built this bike to showcase what type of work we do," he explains.

Always a front runner, Myron's background goes back 20 years in the Phoenix area, where he began building custom bikes before it was the rage. "I built a lot of bikes in those days and was one of the first guys to build a Shovelhead with a rigid frame in 1973," he recalls.

His reasons for choosing the Atlas Pro for his "block of granite" stemmed →

from wanting to be on the leading edge. Using the new Atlas Pro frame to full advantage, Myron says he selected the bike "because they came out with a Softail frame you can run a wide tire on. I wanted to build the first wide-tire bike in the Phoenix area—the rear fender is close to eight inches wide."

And build it he did, crafting this work of art in 10 months. Using the talented team of designers, mechanics, and painters at *Easyriders* of Scottsdale, Myron produced a true showpiece to highlight the shop's custom work. "It's a real challenge to do that type of bike," he says.

Custom touches included stretching the powdercoated frame 2½ inches, raking it to 37 degrees, blending on loads of chrome by Metro Plating, and finishing with a dynamic paint job from local painter, Nick Nuzzo. "We produced a custom image, low and clean," says Myron. "The pinstriping is one of the unique parts of the bike."

And while we're on the subject of unique parts, the supple honey adding her own dangerous curves to the mix is Patricia from Las Vegas, a desert flower in full bloom with this Southwest scoot.

—*W.D.*

Owner: Myron Larrabee
City: Scottsdale, Arizona

General

Fabrication: *Easyriders* of Scottsdale
Year and make: 1994 H-D/Atlas
Model: custom
Chroming: Metro Plating

Engine

Year: 1994
Model: Evo
Rebuilder: *Easyriders* of Scottsdale
Ignition: Crane single-fire
Displacement: 89 cubic inches
Lower end: S&S
Pistons: S&S
Cases: Delkron
Heads: RevTech
Cam: S&S
Carb(s): S&S Super G
Pipes: 2 1/4-inch Porkers
Modifications: billet built kickstart, Ez-Tyme electric starter, Crane rocker rollers

Transmission

Year: 1994
Modifications: Zipper's close-ratio 5-speed, Super Max belt drive

Painting

Molding: none
Painter: Nick Nuzzo
Color: black
Special paint: blue and purple flames

Frame

Builder: Atlas Pro Magnum
Type: wide drive
Modifications: 37° rake, 2 ½-inch stretch, molded, powdercoated

Accessories

Bars: Ness
Fenders: custom
Headlight: Headwinds
Taillight: Pro-One
Speedo: H-D
Pegs: Billet Concepts (front)
Gas tank: H-D
Oil tank: stock
Seat: custom solo
Mirrors: Ness
Grips: Ness

Forks

Type: FXWG
Modifications: Ness billet trees

Wheels

Front: 21-inch, Metzeler, Perf. Mach.
Rear: 18-inch, Metzeler, Perf. Mach.
Photos: Raiko Hartman, Paul Martinez

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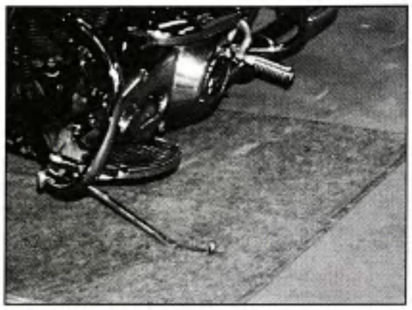

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I've tested one of these puppies under my 1931 VL—it works. The company's literature states that this mat will absorb up to two gallons of oil, is environmentally safe, and adds to the value of your home. It measures 3 feet by 4 feet and is 3/8-inch thick. The words go on and on, but the bottom line is that it works. For additional information contact B.W. Incorporated, Dept. ER, P.O. Box 150, Browns Valley, MN 56219, (800) EAT-OILS.

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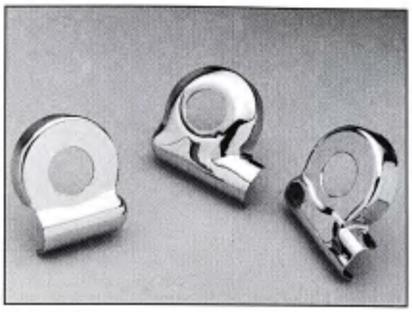
These Bartels units are precision fabricated for a no-leak fit, increased performance, and no transmission shift linkage interference. Constructed of 1¾-inch seamless, these dual-nickel chrome-plated head pipes are used for performance and a classic exhaust tone. Kit comes with original-type mufflers, clamps, hangers, and an FLH left-side heat shield. For a direct line to the source contact Bartels' Performance Products, Dept. ER, 3237 Carter Ave., Marina Del Rey, CA 90297, (310) 578-9888.

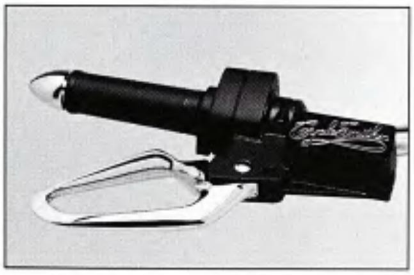


SPEEDOMETER DRIVE COVERS

So, you've got everything chromed but the front wheel speedo drive. And there she sits, all alone and unattractive. Now Custom Chrome, Inc., has the answer. These swift little drives slip on in minutes and completely cover the front wheel drive speedo unit—including the cable boot—in gleaming chrome. It covers every speedometer drive unit used since 1973. For info in a hurry, or to get their catalog, call (800) 729-3332.

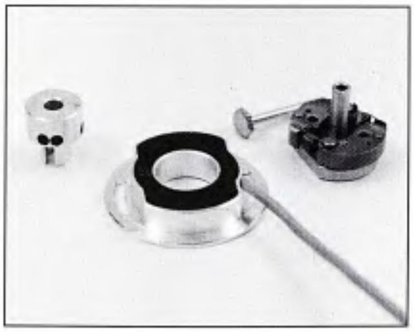
KEITH'S SEATS

Keith's Upholstery of Ft. Lauderdale Florida, and Pat Kennedy's Custom Motorcycles in Tombstone, Arizona, have teamed up to offer you the hottest new seat selection. These are one-of-a-kind custom tailored motorcycle seats designed to fit stock Softail frames or custom frames. Pat builds the seat pans out of fiberglass, steel, or aluminum to fit your frame needs And Keith creates any design pattern with the finest quality Italian-grain leathers in your choice of colors; plus, variations in the UV-rated thread colors are unlimited. Contact either Keith at (305) 563-8633 or Pat at (602) 457-2237.



WING LEVERS

Our wrench-worthy pals at White Brothers were fortunate to have run across these wing levers from Cyclesmiths, and now we riders have a shot at them. They add a sharp and popular customizing touch to any machine. The wings are packed in sets and fit all Harley-Davidson models from 1982 on up. If you want more information on Cyclesmiths Wing Levers, or any other quality White Bros. product, give a ring on the horn to (714) 692-3404, or zip off a speedy telegram to White Bros., Dept. ER, 24845 Corbit Pl., Yorba Linda, CA 92687.



TWIN ELECTRONIC IGNITION

This unique electronic ignition system may be used in single- or dual-fire capacities by following the simple notes in the box. It features an LED timing light and all American-made components. The recommendation for the coil ohm rating is 4, or 6 for single, and 3 ohm for dual-fire applications. The power assembly is precision-machined from A6-2 steel and heat-treated to 55RC. Weights are made from powder metal, heat-treated to 45C and include heavy-duty springs. For details contact NEMPCO, Dept. ER, Box 311, Northeast Industrial Park Bldg. 11, Guilderland Center, NY 12085, (518) 861-6949.

NEED WARM WEATHER RIDING GLOVES?

NO SWEAT!

A

It's no surprise that *Easyriders* sells the finest, most durable biking gloves you can buy. Because no one knows more about biking and bikers than we do!

To keep your throttle hungry hands in shape, this collection of gloves has been designed for any weather the spring and summer can dish out. Of course, only the best cowhide is used. And you can choose any color as long as it's black. Got a problem with that?

D

B

E

C

F

A. Features a wrist drawstring for a comfortable and snug fit. $29.95

B. Embossed with an *Easyriders*/Eagle logo, this glove is extra long for more protection. Wrist strap with velcro® closure. $54.95

C. Our lightweight glove with fringed, full length gauntlet and concho. Has an embossed southwest skull *Easyriders* logo. $44.95

D. Gauntlet with fringe. If Jesse James had had a bike, this would've been his glove. $49.95

E. Our lightweight summer glove with open breathing areas. Simple velcro® closure. $24.95

F. Half fingered style with padded palms for throttle comfort. Adjustable wrist strap with velcro® closure. $29.95

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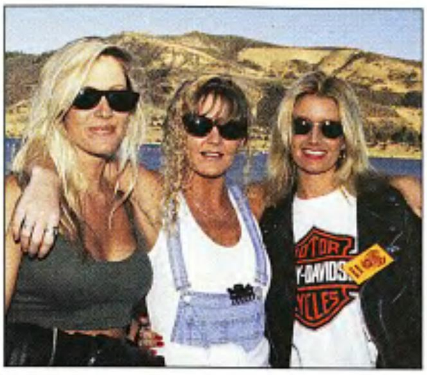
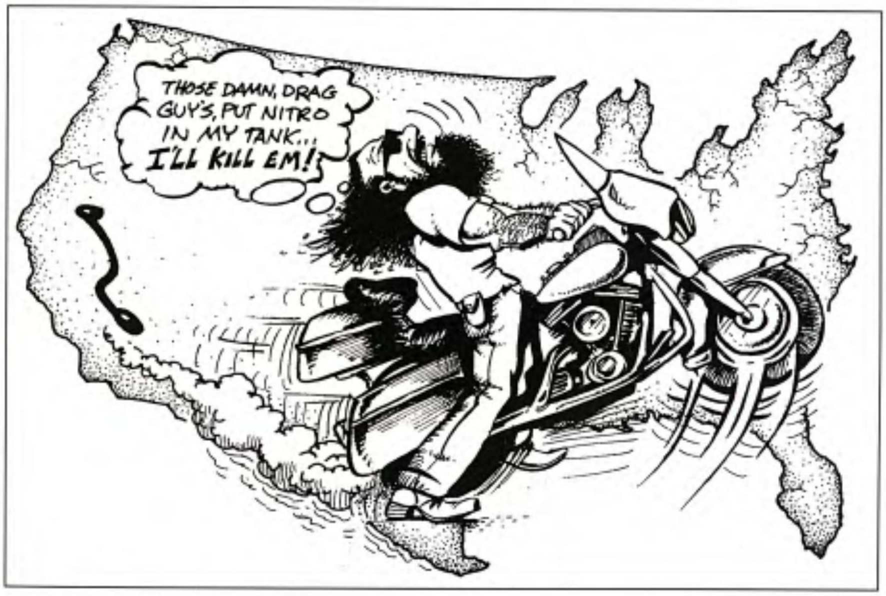
RIP'S RUN



HOOCHIE COOCHIE

RIP ROLLS DOWN THE PACIFIC COAST TO HOME



Last month I left you readers in Washington state. *Easyriders* still had two more rodeos on their 1994 schedule, and since I had so much fun at the Bremerton Rodeo, I decided to catch them both. Besides, they were in California—my homeland.

Sugar and I took Interstate 5 south to Sacramento, Calif. From the state capital, we found SR49 south to Angels Camp. While there, I visited with the troops and took a few photos. Saturday before qualifying, Enrique and Geraldo Garcia, two brothers from Mexico City, rode onto the practice field and started doing stunts on their Panheads. The more tricks they did, the more the crowd applauded their efforts, urging them on. From what I gathered, Mexico has many stunt and drill teams. It seems they won a trip to the last two *Easyriders* Rodeos of the season, for being the winners of the Grupo Rodeo. They received round-trip plane tickets. However, Miguel Castro, the Grupo Rodeo leader, had to ride in a slow, cramped auto with several other dudes from Mexico City. First, to Angels Camp, and then on to Lancaster, before heading back home to Mexico. They pulled a trailer with two bikes onboard. The round-trip wouldn't have been so bad except the car they rode in would only do about 45 mph on the top end. Good thing they didn't have to climb any tall mountains. It was slow, but they got to see a lotta country.

The Grand Nationals in Lancaster were truly grand, and very exciting to watch. For the contestants, this was a do-or-die situation. There wouldn't be any tomorrow. It was time to let it all →

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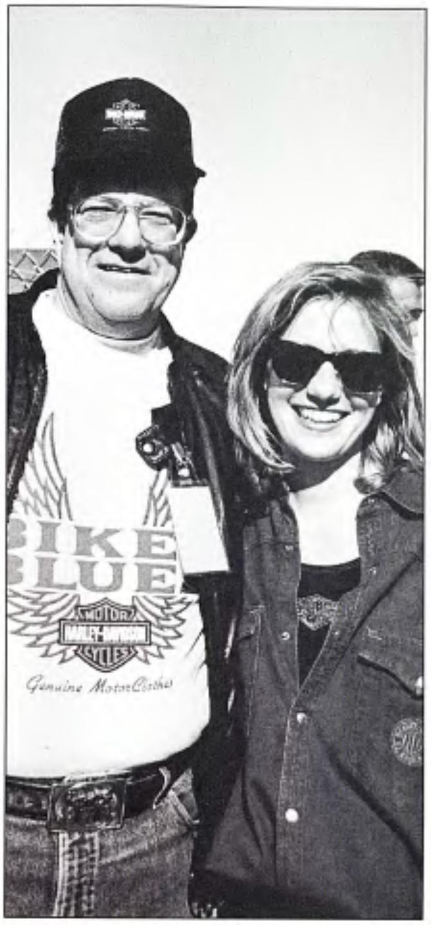


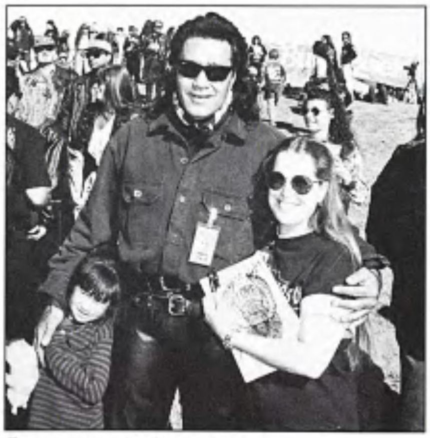
Big Rich Teerlink and daughter.

hang out. And they didn't hold back on themselves or their equipment. The Mexico City group came out for the grand parade stacked up with six riders on two bikes. It was pretty classy of them to entertain us without being asked. They excelled in the slow race, but ya know what? Bob Santee is damn hard to beat in this event. He leaves the starting line and then stops dead in his tracks, balancing his Sportster perfectly still, with the front forks against the frame stop. If he gets tired of holding up the scoot, he merely changes sides on the fork stops. And he doesn't move very far to do this. It takes a lot of talent to do this trick. Bob makes it look easy, but only bike riders, know just how difficult it really is. Bob Santee is simply phenomenal. Check out *In The Wind* #69 (May '95), it will have in-depth coverage of all the 1994 *Easyriders* Rodeos, with lots of pictures for your viewing pleasure.

The next weekend, I attended the All-Harley Drag Racing Association's event at Los Angeles County Raceway in Palmdale, Calif. If you're interested, you can see my words and pictures in *Biker*, #124, which has an April '95 cover date.

Monday, October 31, Halloween night, found me in San Diego. On the invite of Bubba, I'd ridden down to

Nice-looking couple—not.

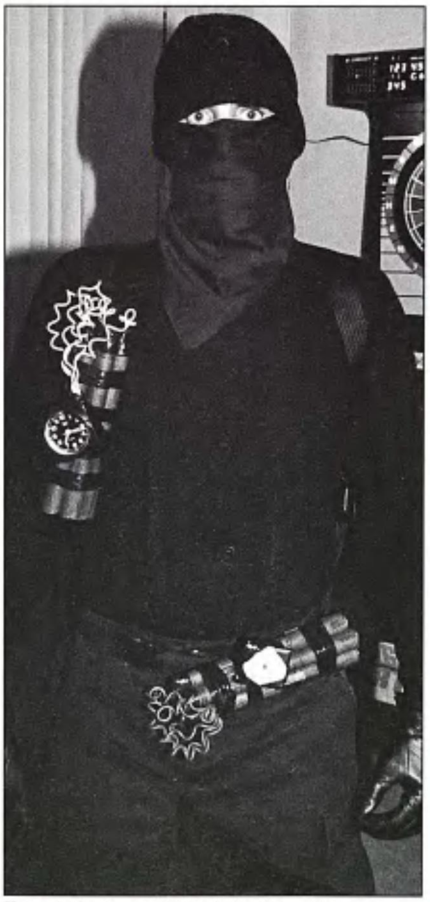


Emma, are ya having fun yet?

How about a drink, baby?

Dumont's Tavern in El Cajon, for the start of a poker run. Bubba's one of Dumont's committee members. He also handled playing card distribution during the run. After we picked a card, he would write it down next to our names. Dumont's is a full-on biker bar and has been for over 17 years. They are involved with many local charities. Last Thanksgiving they provided meals for 20 needy families. This Halloween poker run benefited the local Crisis House. The poker run started and ended at Dumont's, hitting three other bars in between. We rode by the Mellow Inn, The Black Sheep, and On The Rocks, before returning to Dumont's. Big George won the best costume contest. Deanna Marion had the high hand and my pal, Bart Perry, had the low hand. It was great fun. That evening, the ride back to 'Berdoo was a bit on the chilly side.

A couple weekends later I rode on Love Ride 11. This is the largest one-day motorcycle event in California. And it couldn't have happened on a prettier day. A great day for a putt. Which is what lots of Los Angeles-area bike riders did. The location had changed since the last Love Ride I'd been on, to Castaic Lake Recreation Center. It had also grown much bigger, with a carnival-like atmosphere. There was a trade →



Terrorist looks suspiciously like Carey Dumont.

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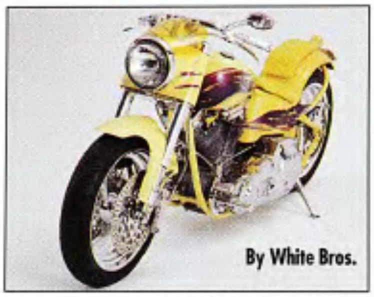

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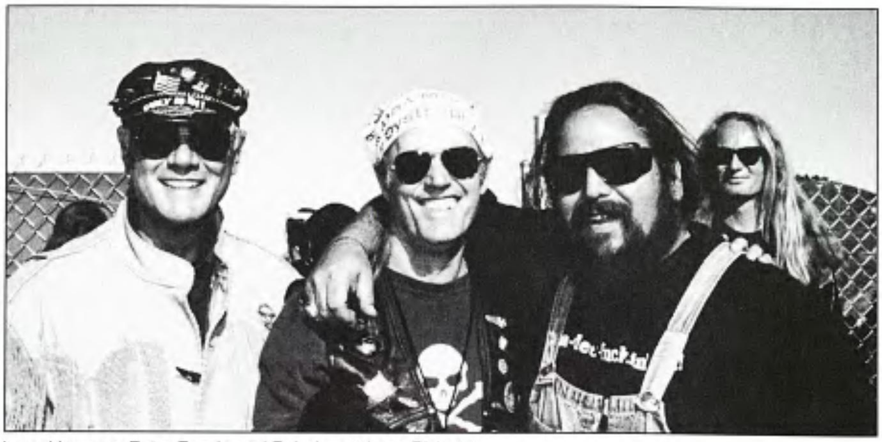
DRAWING WILL BE HELD AT THE *EASYRIDERS* GRAND NATIONAL RODEO IN OCTOBER, 1995

Winner need not be present



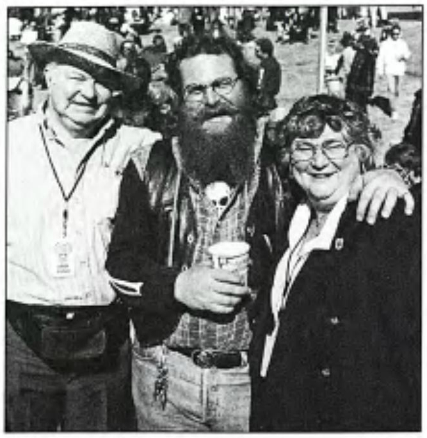
Larry Hagman, Peter Fonda and Bobaloo at Love Ride 11.

The Mexico City stunt riders who performed at the *Easyriders* Lancaster Rodeo.

show where the dealers couldn't sell anything but they could display their products and answer any questions ya had. There were tasty barbecued ribs for lunch along with plenty of beverages. I got to see lots of old brothers and sisters. Of course, there were lots of Harley riding celebrities thereabouts. Once again, we were entertained by the Victor McLaglen Motorcycle Stunt and Drill Team. They were superb, as always. Later this summer, the team will be celebrating their 60th anniversary. Peter Fonda was the grand marshal for Love Ride 11. Mr. Easy Rider himself led 20,000-plus riders from Glendale H-D to Castaic Lake. Jackson Browne was the entertainment headliner, with The Boss, Bruce Springsteen, making a special appearance. They sounded great and had the crowd rockin'. It was a good day and ended much too soon.

A few weeks later, I got to do the Third Annual Toy Run with the ABATE chapter 36 folks. That's the Palm Springs-area group. Their VP, Castro Sanchez, had faxed me a flyer and an invite. Since it was only 40 or so miles from home, I beat feet to the run site, but had to return home for more film when Sugar's trunk blew open somewhere on the freeway, and sucked my film bag out. Although I was late, I still made it to Sunrise Park to see the biker games and raffle. In the slow race, they didn't pit men against women. The female winner was Shawn Davis, and Craig Kennard won for the men. Instead of the usual wienie bite contest, they tried what they called a candy cane bite. They were long bagel-like pastries dipped in whipped cream. I guess it went with the holiday season, but it didn't work as well as wieners 'cause they kept coming apart. Suzy Hinson won for the girls and Larry Henderson, the Chapter 36 president, won for the dudes.

They also had a game called the ball drop. It went something like this: a 30- or 40-foot piece of three or four-inch PVC pipe rested on pedestals of various heights, with the passenger dropping a tennis ball on the high end of the tube, and then the bike rider positioned the motorcycle for the passenger to catch the ball as it exited from the low end. But to make it exciting, ya had to keep moving and couldn't put your feet down to wait for the ball on the other end. Anyway, Craig Kennard and Susan Davis won. And so did Big Al Wegner on the 50/50 raffle drawing, to the tune of 158 smackeroos. Two hundred and five folks registered, with 143 bikes following Santa on the run. The one who really won big was Deandrea



Rusty and his folks.

That's a pretty big bite.

(Andy) Sullivan, who rode away with a neato custom-built motorcycle toy. Steve Harris was the talented dude who took the time to build this one-of-a-kind prize.

While on the subject of prizes, I finally got Baby back on the road, and she's a real good runner. If you'll remember, I dropped her last spring on the way to work and smashed her up. First of all, I've got to give credit to an old pal. That is, the old man from Mentone Beach, Calif. He knows who he is and doesn't want his name mentioned. So be it. Anyway, he helped me a bunch with both parts and labor. The frame is strong and wasn't bent. Unfortunately, I couldn't say the same about the front forks. After taking them apart, the old man put them on his press and straightened them. He used a dial indicator to make sure they were true. Both sliders had to be welded and then machined, because they were crushed where the seals go. Next, they were sent out to get chromed. This was done by a dude who works at a local chrome shop. He buffs the pieces at home after work, then takes the parts to work the next day to get them dipped.

I acquired a windshield from the good folks at Rifle. It's 4 inches shorter than stock and is tinted a smoky color. →

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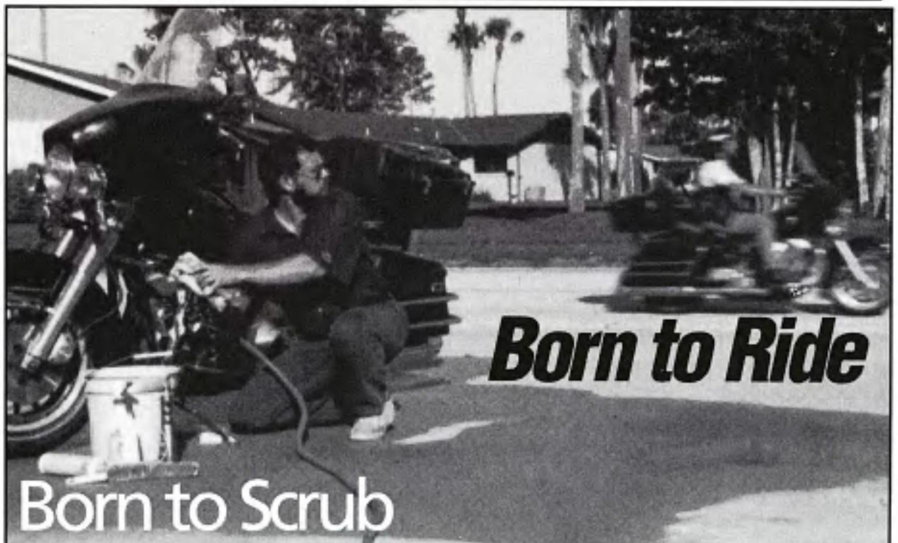

Seem like you spend all your time just keeping up with the dirt your bike gets into? Make you feel like you were born to scrub? Know what? S100 Total Cycle Cleaner can get you riding faster than you ever dreamed. See, both of these guys started cleaning their bikes 15 minutes ago. The guy with the old fashioned stuff's got an hour of scrubbing left. The guy on the bike used S100 and he's gonna get an extra hour of riding in.

What's S100? S100 is the Total Cycle Cleaner that everyone's raving about. Spray it on the whole bike, touch a sponge to the real grundgy spots, rinse it off with a garden hose and go. *Rider Magazine* called it a product "...likely to revolutionize the Saturday morning wash." Of course, since S100 is approved by Harley Davidson®, your authorized Harley Davidson dealer stocks it too. Just ask a friend who uses S100. After all, you were born to ride, not to scrub!

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Lucky Andy Sullivan, raffle prize winner.

ABATE of California, Chapter 36, North Palm Springs.

Pretty Palm Springs ladies at the Toy Run site.

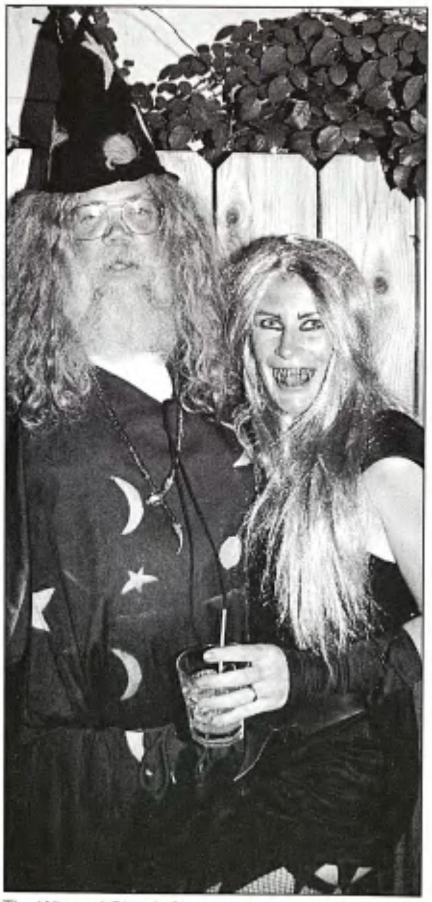
Easyriders Ragsters and friends, at the Love Ride.

Photos: Rip

It fits just right and looks better than a stock windshield. I like it a lot and it keeps the frigid winter blast off my chest while riding.

I'm still running on Avon Tyres and like them just fine. They are long-wearing and as I said in a previous column, are smaller around so ya sit lower in the saddle, which in my case is a classy, exquisite leather Mike Corbin seat. How do ya like the looks of my Pac-Kit saddlebags? They are huge, especially made for me, and the road. I can now pack many more items onboard Baby. The fringe is extra long and dress her up, doncha think? The best part is the saddlebags are fiberglass on the part that fastens to the frame. The leather is then riveted onto it. Pac-Kit also puts a frame around the inside to help keep its shape. They are well-built, and I sincerely doubt there are a better-built saddlebag, made of such fine quality, anywhere in the marketplace.

Maybe I got carried away with the hoochie coochie leather fringe, but I just had to try them on the front brake and clutch lever as well. Originally, they were *extra* long, but I kept trimming them to where they are now. I got the Cobalt Blue painted sheet metal from Palm Springs Harley-Davidson. They are the correct color for the '88 model.



The Wiz and Ghoul. Check out those teeth.

A customer had ordered them way back when, then never picked them up. I jumped at the chance when they told me the price. Thanks a lot, folks.

The exhaust is stock on the right side. I eliminated the crossover pipe and the muffler on the left side. I'm now running a SuperTrapp muffler with beaucoup internal disc and an open end cap. The muffler is from White Brothers, and I like both the looks and sound of the exhaust system.

The braided steel clutch cable came from Barnett Tool and Engineering. The braided brake line came from Russell Performance. By having braided brake lines, the pressure applied is equal throughout the system. That is, from the master cylinder to the caliper. They look good, and the best part is they're made in the good ol' USA, not offshore.

Well, that about does it for this issue. I'm cutting it off here so as to use space for pictures. I'm sure you'll enjoy them more than my ramblings. If you're not too busy, drop me a line and let me know what's going on in your neighborhood and area. I'm looking for things like you see in this column. Thanks, and I hope to be seein' ya.

—Rip

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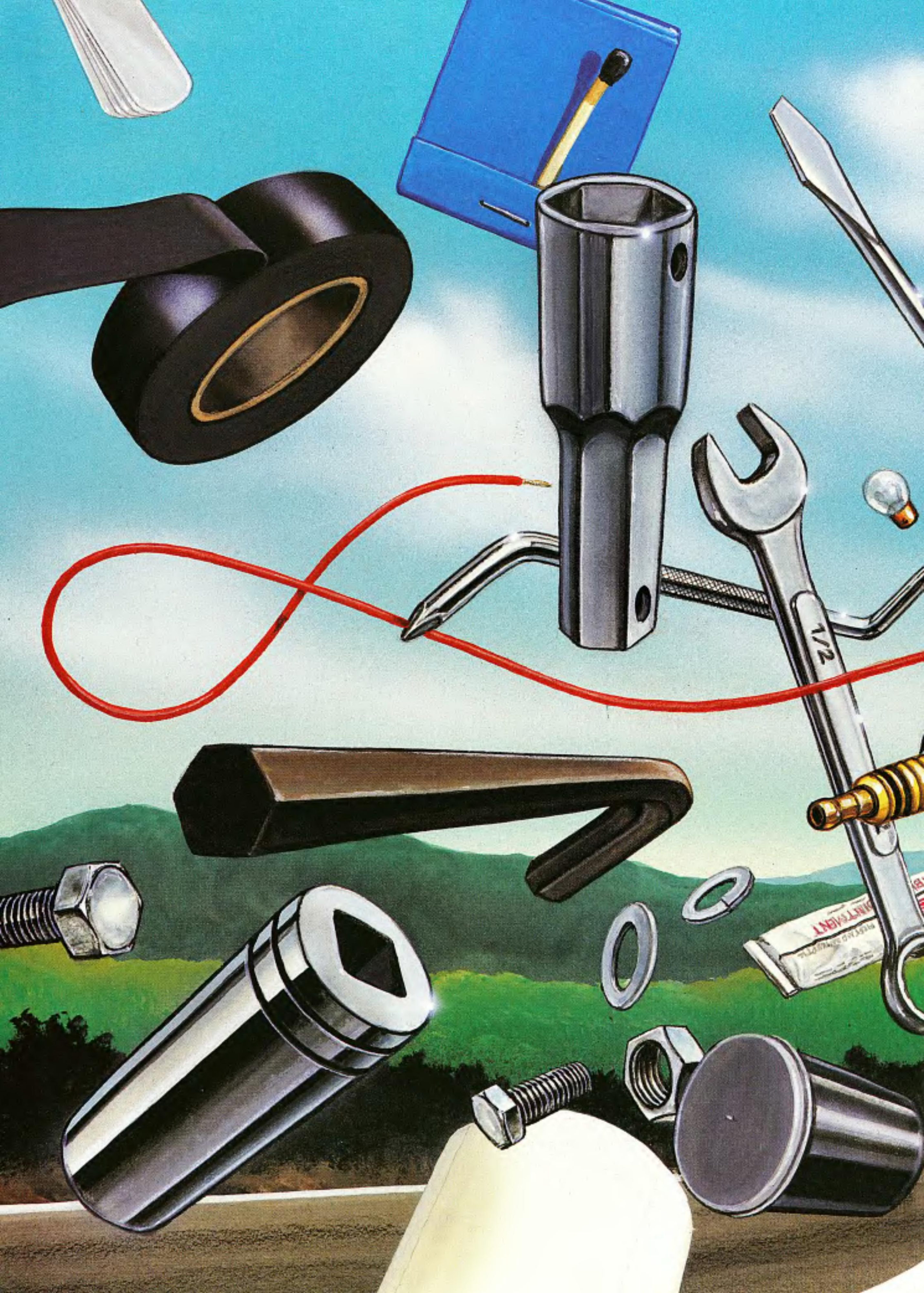
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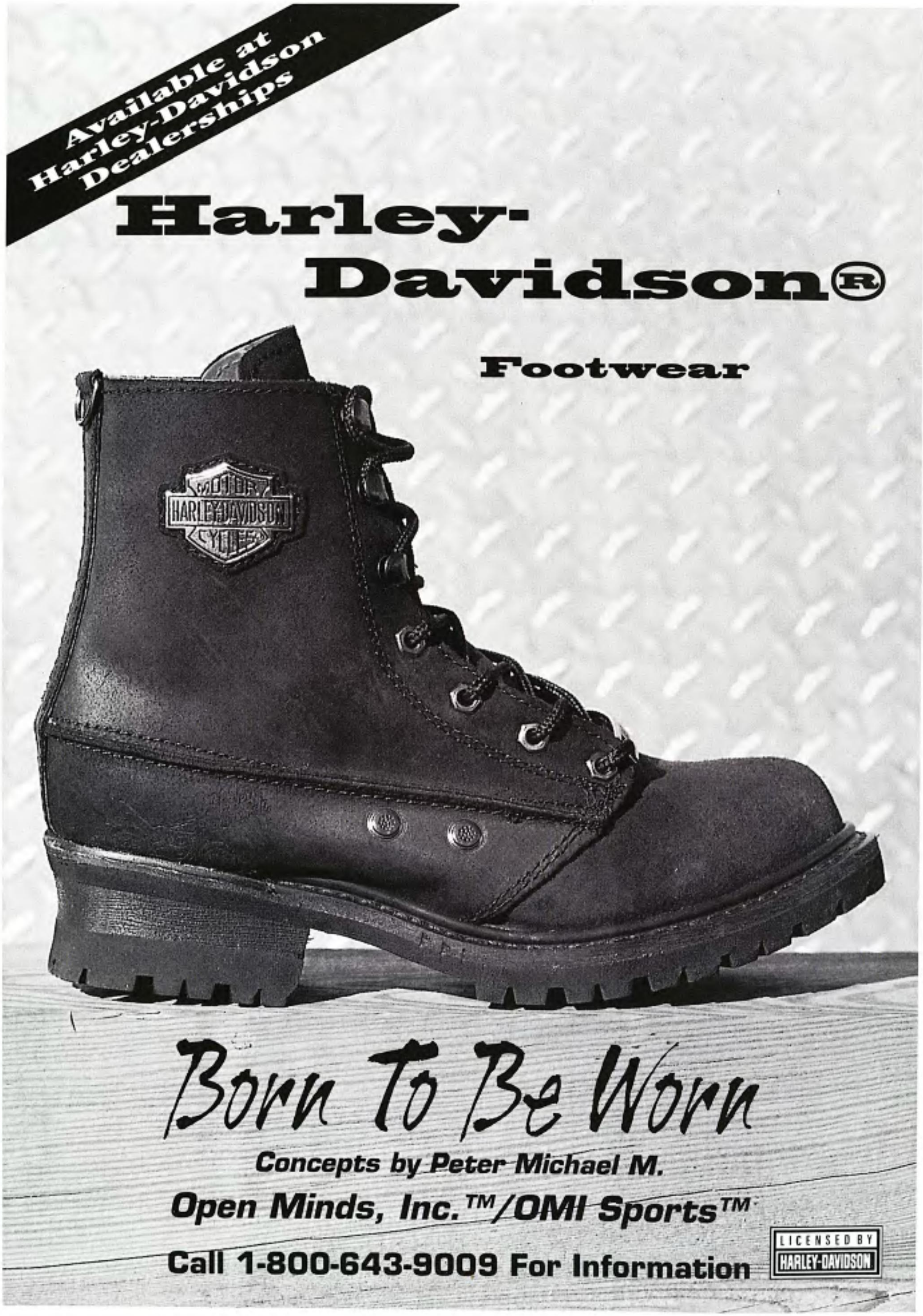
OINTMENT

TWO-WHEEL TOURING GUIDE

TIPS FOR YOUR SUMMER TOUR

With spring here and summer just around the bend, this resource guide is designed to help you on your weekend putts or cross-country tours. As we all know, motorcycling is a fantastic way of travel, filled with adventure. Your experiences in motorcycling will be memorable events of both good and not so good of times. The main idea here is to have fun, go places, see new things and meet other bikers, if that's your bag. Others prefer touring alone, away from everyone and everything, which is cool, too. Again, I sincerely hope this will help you in your travels wherever you go. →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Getting Ready

You've decided to get on the road again, do some traveling, take off, split, run, go on a run, do a tour, a ride, an overnighter, jam, or just plain beat it. If you only have so much money, you can only do so much to your bike to get ready.

Oil: I always like to start out with a new oil filter and fresh oil. I knew a guy who was so broke he used to go around to folks and ask for their old drained-out oil to keep on puttin'.

Tires: At some point you're gonna need new tires. There's no way around it. I'll put it this way, you can change it at home or go to some off-the-wall dealer in some hick town who doesn't have the faintest idea what he's doing, and let him delay you for a whole damn day.

Spark plugs: They're a must. They aren't too costly and will make a big difference. It's always good to invest in a plug wrench or 12-inch crescent wrench.

The way it is today, service stations are starting to disappear, which makes things even more difficult. If you do get lucky and find one, be cautious. If there's a guy with a purple turban on his head, this man will be of no help whatsoever.

If you're short on coin, a little sandpaper and regapping will help get you by.

Clutch cable: If this breaks you're damn near screwed. So if it's fraying, change it. If it's a good cable, lube it.

Electrical wire: It's a good idea to have some with you, along with a couple of alligator clips, which have many different uses. If your wiring burns up, you can hotwire it until you reach a chopper shop.

Riding Gear

It's inevitable. If you ride cross-country you *will* hit rain. Chaps are good for the cold, but rain will soak through them, through your jeans, and then start dripping down your leg and into your boots. Your local Army-Navy surplus store will have a rainsuit for about $5. Be sure it's large enough to get on over all your clothes.

Again, if you're on a tight budget, trashbags work okay, using three bags—two for your legs and one to be used as a poncho, all wrapped with a little duct tape.

Dealing With Weather

Coin: If you have lots of money you don't have to worry. You can buy all the ski stuff that works real well. If not, you can go with the old newspaper trick by stuffing them in your jacket and pants. Remember, it can rain or get real cold, even in the middle of summer, somewhere on your tour.

I've gone through Frisco, Colorado, in August when it was 35 degrees at night, and my knees knocked against the gas tank. I've also talked to guys on the East Coast who've slept in rest area →

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bathrooms to keep from freezing to death. So, bring warm clothes on your trip, no matter what month it is.

Heat: Again, somewhere on your putt you will run into severe heat. I've gone through places that were so intensely hot I thought my fingernails were going to blow off my hands.

A full wet-down in the gas station works for a while, as does soaking handkerchiefs for your head and neck. But you'll dry out half way to your next gas stop or sooner, so bring your sun block, or in extreme conditions, travel at night.

Things To Carry in Your Tool Bag

1. Extra battery caps
2. Electrical wire and alligator clips
3. Throw-out bearing
4. Pliers
5. 2 Screwdrivers (straight edge & Phillips)
6. Bailing wire
7. Wire cutters
8. Electrical tape
9. Duct tape
10. Extra taillight bulb
11. Plugs (2)
12. Test light
13. Bag of assorted nuts and bolts
14. Sandpaper (for older bikes)
15. Points (for older bikes)
16. Fuses
17. Swiss Army knife
18. Matches
19. Needle and thread
20. Mag light

Optional Things To Bring

1. Spare key
2. Bike lock
3. Rand-McNally Road Atlas
4. Seal 'n'-Air, Fix-A-Flat
5. Hunting knife
6. Fuzzbuster
7. Ace bandage
8. List of dealerships
9. *Ridin' With Rip, Bros Club Guide*
10. Flares
11. Camera
12. Sun block
13. Bug spray
14. Preparation H
15. Toothpaste (toothbrush or finger)
16. Asswipe
17. Drinking water (canteen)
18. Whiskey
19. Chili
20. Oil

Things To Bring (For RUBS)

1. American Express card
2. Video camera
3. New motor home
4. Gas card
5. Cellular phone
6. Rolex
7. Condoms
8. Dualy with trailer
9. Mechanic
10. $40,000 cash
11. Maid
12. Foreign friend
13. Rock band celebrity
14. Uncoordinated actor or actress
15. Diamond-studded brass knuckles
16. Mercedes limo
17. Personal international security team
18. Lithuanian bodyguard
19. Jay Leno's phone number

Money

Yep, everybody needs it. If you have tons of it you don't have to worry (see the RUBs' "Things to Bring" list). But if you're short on ducats, the only thing I can suggest is to try and get to your destination on a third of your coin. The *Then Came Bronson* days are over. It's tough enough trying to make a living in your *own* hometown, let alone trying to pick up work somewhere along the road. I'm not saying it can't be done, but it would be real tough.

Food

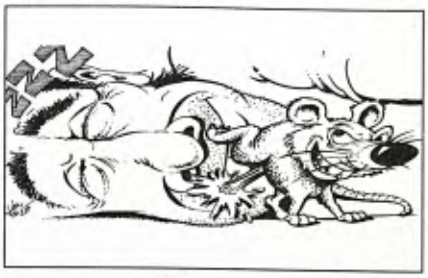
Again, if you've got the big bucks you'll be eating well. All kidding aside, rich or poor, if your bike breaks down it could be hours before you get to safety. Water and canned beans may just save your life. Extra smokes will help if you're a smoker.

On most trips I try to cut corners by eliminating expensive restaurants. Everyone enjoys a good meal now and then. If I can't afford one, I've found that three-for-a-buck hot dogs and a Snickers at the convenience store will work for a while. I knew a guy who went from Santa Monica to Sturgis and back on a bag of cheese popcorn and a Pepsi—once daily. Determination will get you anywhere.

Motels, KOAs

Motels: They're great when you're flush. It's nice to take a hot shower after a long, hard day on the road, turn on the tube, ring room service for dinner, or call your local pizza delivery franchise. I always ask for a room on the ground floor to keep an eye on my scooter.

KOAs: Cool if you're low on funds. A lot of folks enjoy camping with friends, fresh air, the smell of a burning fire, beans, wie-



nies, burgers, and Jiffy Pop for dessert.

Rest areas are good for taking a break. Lock your bike if you're going to sleep, even for a catnap. I've pulled off the side of the road and rolled out a bag, only to hear the sound of rats running by and earth-shaking semis roaring along every 18 seconds.

Breakdowns

Everybody breaks down somewhere, sometime. It helps to have a tool bag. When puttin' with a large group, the odds are good that someone will be able to diagnose the problem and maybe fix it, tow you, or peg-push you to safety.

I've heard of people using rope around a flat tire to get someplace to change it. I've talked to guys who've pulled spark plugs out of tractors to get old Knucks fired up again. And I know a dude who found Chevy points to use on his early-model Shovel to continue his ride. A lot of bike stuff is interchangeable with auto junk. Where there's a will, there's a way.

But some things just can't be helped. Sometimes you're just dead in the water. One time a bro and I were out in the middle of bum-fuck Egypt, with no hope for his scoot. It looked pretty grim. I had a pair of wire cutters and cut off about

15 feet of barbed wire, doubled it, and twisted one end around his headlight and the other around my rear shock before I was able to tow him to the next town. Another bro told me about when he was broke down on the side of the road and a refrigeration truck loaded him up. When he got home his bike was frozen!

Point is, it's tough being broken down, but chances are that somehow, some way, you'll find a way out of it.

Your Group

If you've been riding with groups for a while, well, you know the deal. If not, let me tell you this can be the best ride of your life—or the worst.

If you're all new people, look out! Some may be better riders than others. This can be dangerous. One guy or girl can end up getting everybody tickets, or, even worse, seriously hurt someone. If they don't know what they're doing, tell them right now … before someone gets injured. You'll quickly find out who's been drinking too much, who's never been away from home, who's got personal problems, who's got money, who's broke, who has a bad bladder, diarrhea, a dysfunctional childhood, or an arrest record.

There're thousands of bike groups in the world. My feeling on this is that if you're a loner that's fine; you have a small group of friends, that's cool, too. I suggest, if you're looking for a club or organization, shop around. Take some time to see what's suited to your lifestyle and to get to know the personalities in the group. Rushing into something may only waste your time, money, and enthusiasm. You'll know the right group when you find it.

Cops

Now here's a subject most everyone can relate to. This can be a hard one to call. There are good cops and bad →

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cops, as we all know. I've been stopped by cops who just want you to simply slow down and be careful. And I've had cops who have the attitude that you're the bastard who raped his wife and murdered his children. Some of these

have had a hard-on for bikers since Day One. Some will stop you to look at your bike. Some will stop you to look at your ol' lady. Some stop ya because they think you're handsome. And others pull you over because they're jealous of you.

It's hard to tell about cops, they all look the same, and they all have the same opening line, "Can I see some I.D." After that you can pretty much figure out what kind of cop you're dealing with. If he goes back to his car, he's calling to check for warrants and should be back in a couple of minutes. If it's longer, and there are two or more in your party, you can bet your ass he's calling for a backup car, or cars.

This means he's scared and needs more firepower. Now, it still could be cool, but you've now been delayed 30 minutes and if you're like me, your rhythm has been broken and your attitude is starting to show. If the situation starts looking like a TV clip from an old *Dragnet* episode, or in the unforgettable words from the movie *Cool Hand Luke*, "What we have here is a failure to communicate." ... Well, anything is possible.

Anyway, getting stopped is like breaking down, it happens to everybody on a bike. Unless you're riding a Gold Wing, with a trailer, headset and CB, you're going to spend some time being aggravated on the side of the road.

If you end up in jail in some off-the-wall town, the judge may also own the local hardware store and your public defender may very well be his nephew. So keep this in mind. I've always fought my tickets. Fighting tickets in another state can be a bitch. I've won about 65 percent on technicalities or because the cop lied.

The only positive thing about this crap is that later on it makes for good entertainment and humorous conversation around the campfire.

Gambling Towns

This section may or may not have anything to do with motorcycling, but I thought I'd throw it in anyway. It's been my experience with casinos that after your long hard ride, these places look like paradise. There's excitement, lights, free drinks, cheap buffets, people getting lucky, and air-conditioning (or heat, depending on the time of year). If you don't play, you can't win! Or, if you don't play, you can't lose! Anyway, I've won big and lost—well, we won't talk about that.

I came up with a little solution for the gambling thing. If you have five people, per se, in your group, have each person kick in $20 to $100. Play a dollar slot, and give everyone five pulls at a time for a little group participation. If you win big, then you split it five ways for a little extra money for the road. If you lose, nobody really gets hurt. This keeps one or two people in your group from losing too much and having to borrow from everybody else. It also gets everyone out of the casino at the same time.

The only other thing I can suggest is that there are a lot of hard-up motherfuckers in gambling towns. So watch your shit; some asshole may be looking to steal a little something off your bike, or the whole bike, to get some gas money to get out of town or to go back to the casino. So be cautious.

Other Bikers

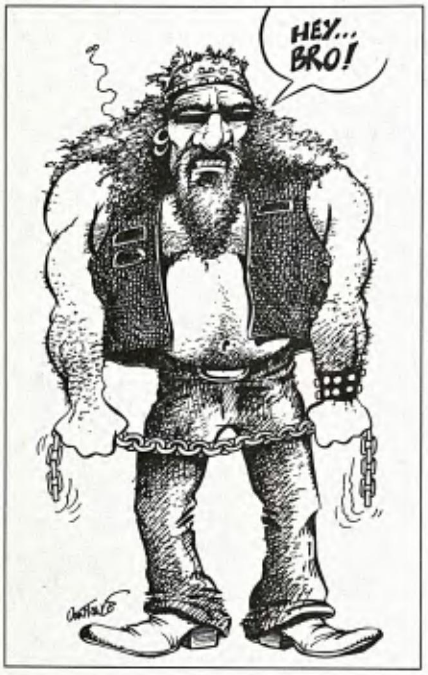
Again, this is kind of a common sense thing. Just because you meet somebody with a bike doesn't automatically mean they're "good people." A lot of new riders are under the misconception that everybody who owns and rides a Harley is your "cool, get-down, groovy, nice-guy, righteous, good-buddy, back-your-play, help-you-out-anytime" bro. Although it is true that most Harley-riding folk are a cut above John Q. Public when push comes to shove. But real-life experience dictates that you can't judge a book by its cover. You know that, right? Good.

I've always been just a little leery of new people I meet on the road

who tell you, "Hey, bro, you can stay the night at my place." I did this once. I slept with one eye open and a .38 under my shirt.

The Trip Back

Now, you've reached your destination, had a great time (hopefully), and you're well-rested. You have enough dough to get home on, so take it slow. If you run that bike hard to get back in a hurry, for work, family, or whatever, you'll have to shell out money you don't have for repairs. If you have a disaster at home, then you can only travel so fast, and can only get back so quick. If you have something on

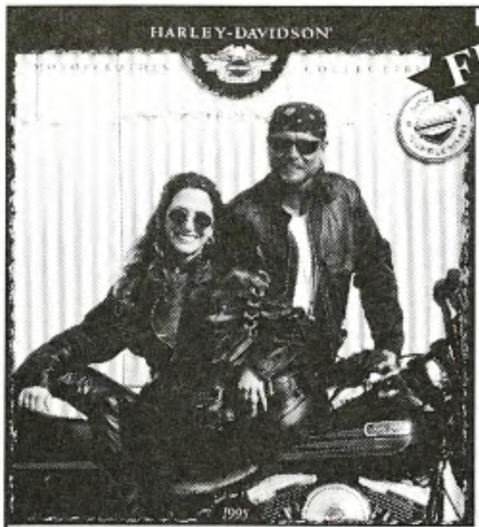


your mind at home, it will eat at you and take you away from where it should be—on the road. If your problem is a life-and-death situation, ride to the nearest city with an airport. Try and find some kind of storage place or secure establishment for your scoot, lock it, hop a cab, and fly home. Your being dead on the side of the road doesn't do anyone any good.

Conclusion

This is the end, my friend. If one little thing in this manual helps you, I'll feel successful. There are millions of stories out there, tons of tips, formulas, and solutions in motorcycling. The main thing is to go for it. The highway awaits you, life awaits you. There's a new adventure around every corner. Hopefully, all good. The relationship between man and machine is unique and challenging. Treat your machine right and it will treat you right. It will take you to work or around the world. Have fun, be careful, and keep the rubber side down.

—*Nonfiction by "Dougster"*



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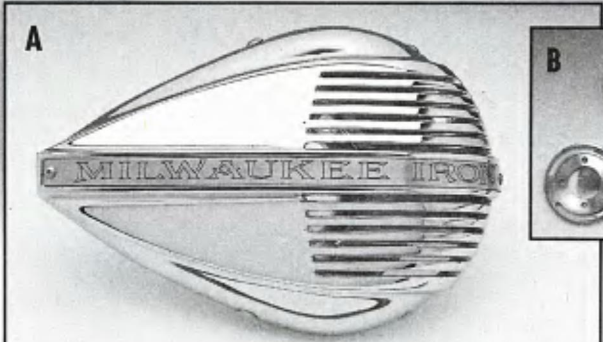

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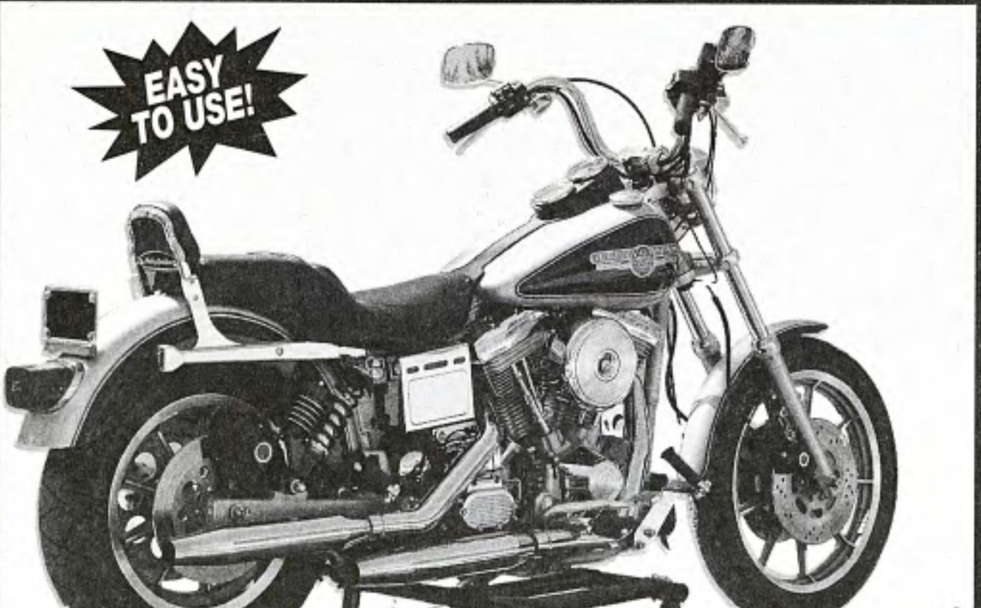

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The Final Installment

Fitting A One-Off Exhaust

When a project bike reaches this phase, it's impossible to leave it alone. It seems like every day something new happens and you anticipate being in the wind at any moment.

Gambling and women have been distant fragments of a former nightmare, but something coursing through my marrow tells me that when this puppy fires up, and I can smell the exhaust and feel the asphalt under my feet again...Well, you know—it's just a roll of the dice.

One thing is for certain: this is the last installment. The next time you see this bike will be at one of our shows, at Daytona Bike Week (where I'll be blazing into the wind), or in a full feature on these pages in a future issue.

Randy Simpson and the crew at Milwaukee Iron have performed miracles with bare metal and relic parts, and you've been waiting patiently to enjoy the fruits of their talents. But before I start makin' promises, here's one last segment on creating a set of matching pipes by hand.

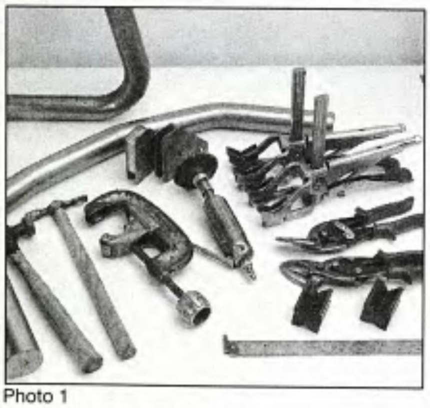


Photo 1

Photo 2

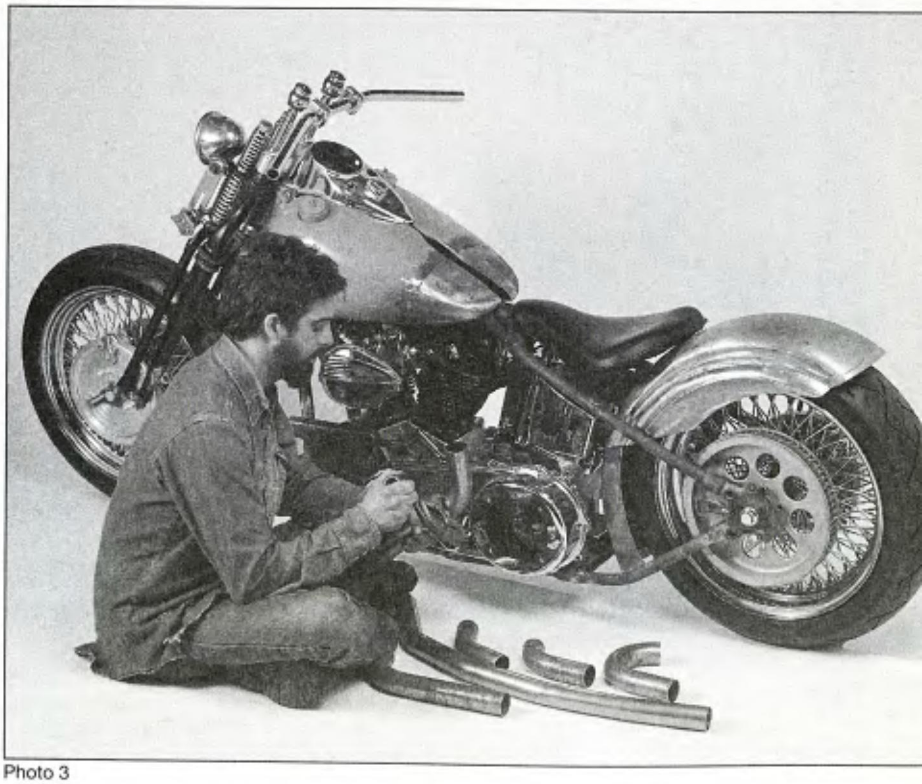


Photo 3

Exhaust systems enhance the final appearance of any motorcycle, and a custom-tailored set announces to any onlooker that the machine is custom-fitted in more ways than one. You'll witness how running the complete exhaust system out of the left-hand side of the bike—instead of the traditional right side—leaves the best-looking engine Harley ever made unencumbered. Here's how it's done:

The first shot shows all the tools →

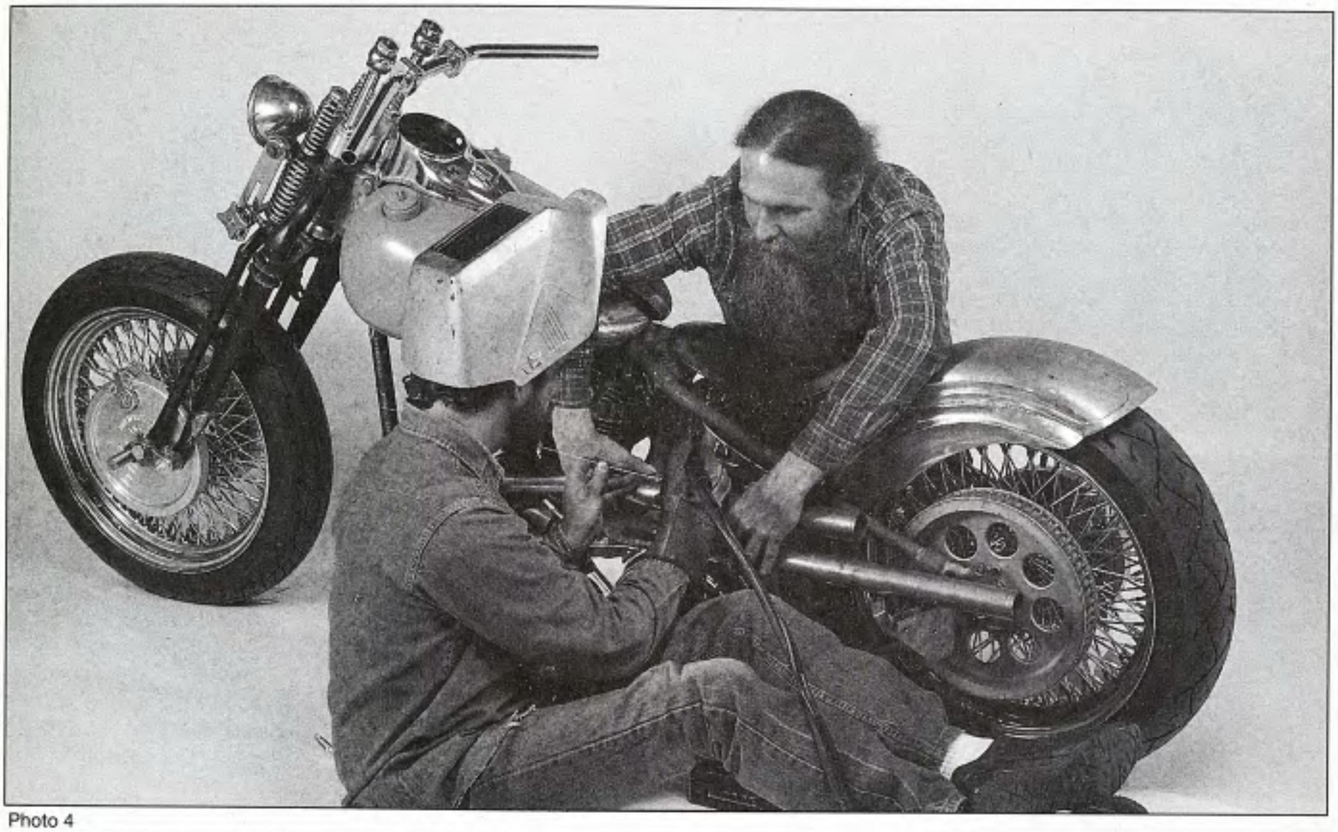


Photo 4

Photo 5

Photo 6

Photo 7

Photo 8

(photo 1) Randy and Gary use to custom-make pipes. As you can see, part of the formula involves a selection of pre-bent exhaust segments. They buy 18-gauge, mandrel-bent sections bent at 5-, 19-, 15-, 30-, 45-, 60-, 90-, and 180-degree bends, plus straight sections. Bends at muffler shops or with tube benders create dimpling and stretch marks. If it's not mandrel bent, you may have problems.

The most important preparation to the process is having your actual engine bolted completely together and securely in its resting place in the frame. Loose motor mounts, heads, or barrels can have devastating effects on the final fit.

Randy begins by perfectly fitting the head pipes to the exhaust port (photo 1). In the case of a Knucklehead, the pipe was securely slipped as far as it will go into the head and completely in line with the port. With it perfectly placed, he cut and fit another section heading in the direction of his design (photo 3). He uses the tin snips to shave edges

After cutting off a section of pipe, care must be taken to remove burrs from the inside walls

for a more perfect section fit. Each piece is cut and fit carefully, trimmed, aligned, trimmed, then tacked (photo 4).

For a clean, square edge, Randy uses a pipe cutter (photo 3) to cut each segment of pipe. After cutting off a section, care must be taken to remove burrs from the inside walls. Tacking the pipes with a TIG welder holds them securely in place for continuing the fitting process. Make sure to tack the system in 90-degree spots to hold the pipe squarely to the previous section (photo 4).

With various vice grips, spacers and fasteners, it's best to mount the pipes, stand back, and make several measurements to make absolutely sure that the pipes are in the desired location (photo 5).

Welding the pipes takes a steady hand, the correct rod, and a welder's eye to prevent burning holes in the thin-walled tubing (photo 6). He uses .0-30-.045 mild steel filler rod for the operation. Randy followed the welding operation with various-grade sanding discs; he then used 3M Scotch Brite discs to clean off each weld. If the welds are not even and cleaned to perfection (photo 7), every imperfection will show after chroming. Similar care must be taken in the preparation for paint; in fact, the thickness of chrome is .003 compared to .010 for the normal paint job. Paint is actually much more forgiving.

Mounting the pipes on the chassis

Photo 9

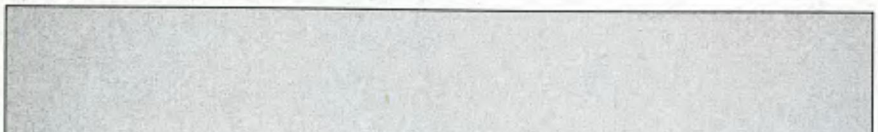


Photo 10

Photos: David Jones

must be measured against a checklist (photo 8). First, the pipe must rest securely in the exhaust port, and must not leak or vibrate loose. Second, mounting needs to support the system so the pipes won't suffer from use and the system won't harm any other aspect of the bike—including you, the seat or paint.

Finally, make sure that the mounting can be handled without hindering any moving parts of the bike, such as brake or shift linkage. Make sure the system will stay mounted for good and forever, but be flexible enough to allow removal—without taking the engine out of the frame. Randy's old rule is: If you can lift your bike by the pipes, they're secure enough.

Finally, direct from Lynchburg, Virginia, home of Milwaukee Iron, (804) 845-7688, the assembled "Roll Dem Bones Knuckle" is ready for paint (photo 9). I'm so damn excited I'm gonna power a shot of Jack, and when the crew leaves, sit on that puppy till dawn.

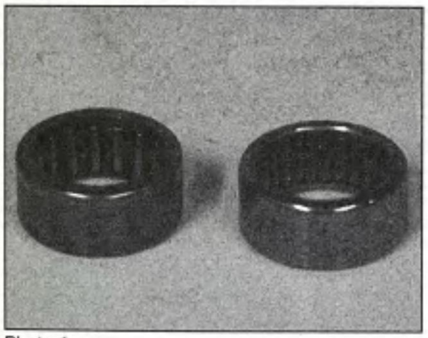
—Bandit

Cam Bearing Change

Before The Damage Is Done

If you're the owner of a late-model Evo who's interested in performance modifications, by now you've probably heard the horror stories associated with cam bearing and the installation of hotter-than-stock camshafts (see Wrench's column, *Easyriders* January 1995). If you haven't, here's the story: Late '92 and later Evo motors come with an INA-type press fit needle bearing for the camshaft to ride in, instead of the older Torrington-type bearing that has always come standard.

What's the difference? Both Torrington and INA bearings have the same outside and inside diameters, but the INA bearing has roughly half the roller surface of the Torrington (photo 1). The Torrington's rollers form a continuous band along the inside of the bearing, while the INAs are separated and held in place by an inner cage.



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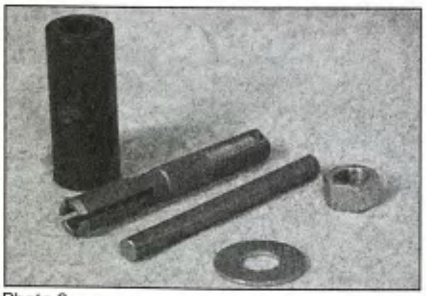

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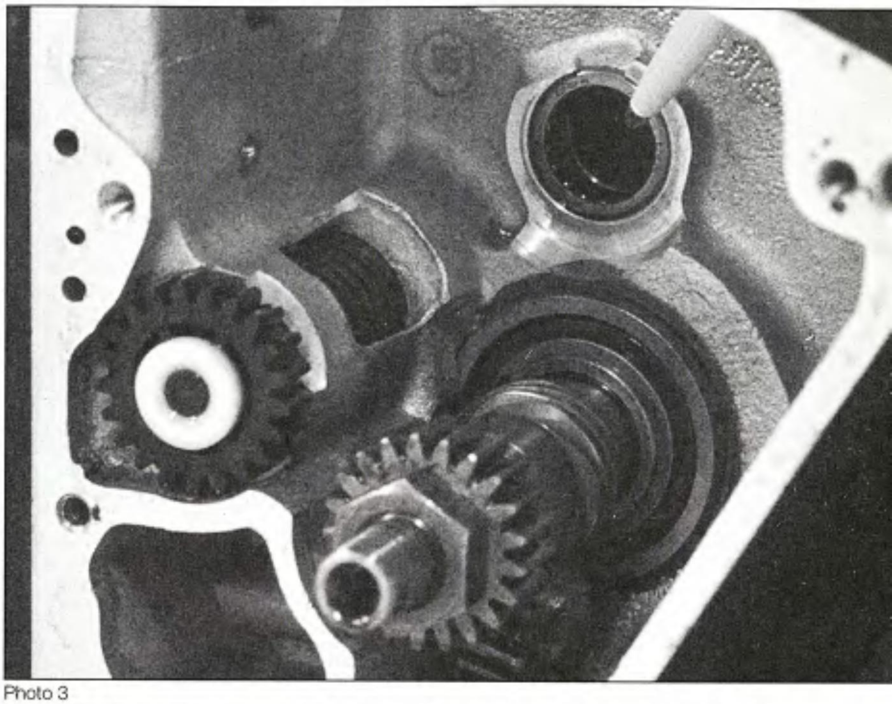

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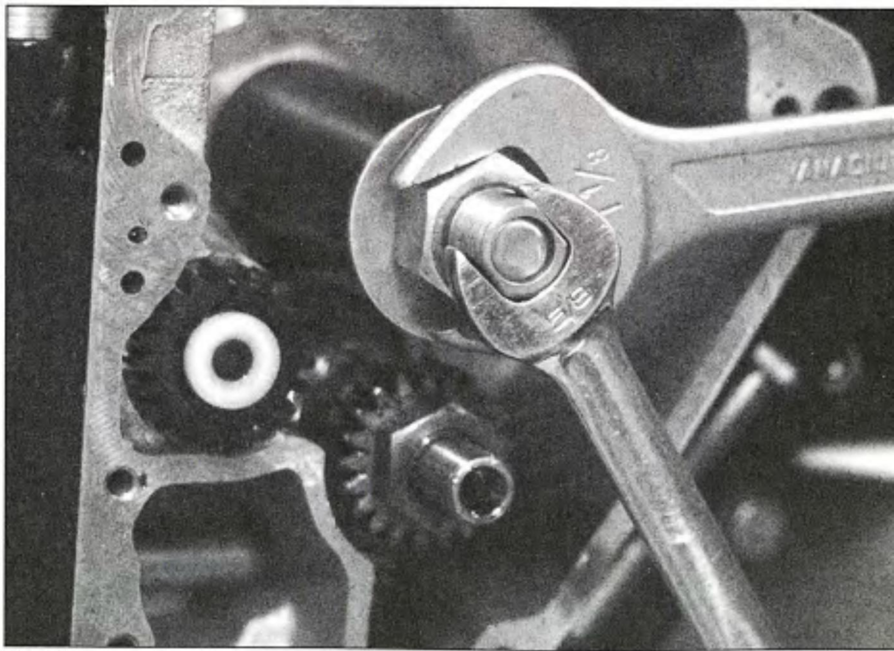


Photo 4

For some reason, best left to the engineering boys to figure out, the INA can't handle the stresses imposed on it by the introduction of a performance camshaft (and the word from several dealership service managers is that it's not always holding up to the now standard 49-state cam, either).

When the cam bearing fails, an ungodly noise, like World War II in your cases, can be heard. As with most engine problems, by the time there's a noise to tip you off, the real damage has already been done. Best scenario means that camshaft you put in is now a $150 paperweight. The worst scenario means a new right side case for your powermill. And "engine damages incurred through performance modification" are not covered in your extended warranty.

Meanwhile, the good old-fashioned Torrington bearing, stock for so many years and then abandoned, works

just fine with whatever cam you stick in it. The only way to guarantee no surprises down the line is to add the extra step of bearing replacement to your cam installation before running into trouble. If you've already put in a hot cam, you should strongly consider going back in and changing out the INA for the Torrington.

How do you remove a pressed-in bearing from your case? Previously, either by pressing it back out (necessitating that the cases be split) or by using a Harley-only hammer contraption. The folks at Jim's Machining are now offering a slick Inner Cam Bearing Remover Tool (Jim's part #95760-TB) that makes the job much easier (photo 2).

The first step in using the tool, obviously, is to do what's necessary to expose and remove the camshaft. It's necessary to remove the tappet blocks, as well (photo 3).

If you rotate the flywheels so the timing mark on the pinion gear is straight down, you'll have the most room on the inside of the cam bearing for the tool to work. The puller portion of the tool snaps in place when inserted and pushed through the cam bearing. The body slides over the puller and a dowel slips into it to keep it spread against the bearing's inside edge. A 3/4-inch washer and 3/4-16 nut fit over the end of the puller, and by turning the nut against the body with a 1⅛-inch wrench, while holding the puller in place with a 5/8-inch wrench, the bearing is pulled free of the case (photo 4).

Now that your INA is out, you can install the new Torrington with a bearing installer like the Jim's #97272-60 (photo 5). The new bearing is fit over the end of the installer, lined up with the case hole, and tapped with a hammer until the bearing is flush with the case (photo 6). At this point, you're ready to install the camshaft and put the whole thing back together (photo 7).

Replacing the cam bearing adds an extra 15 minutes to your camshaft change, but it will save you possibly hours of work later if you don't. Incidentally, the motor shown in the pictures (out of a '93 Softail with 6,000 miles and the first time apart) was chosen for demonstration because it was receiving a new cam, not because it was making any noise. The INA turned out to be already failing and the snout of the stock 49-state cam was severely scored. Enough said.

Special thanks to Dan King at Jim's Machining,(805) 482-6913; Jason Swieck at *Easyriders* San Diego; and Dino Stampoulis.

—The Shadow

Photo 6

Photo 5

Photos: Jim Kaiser

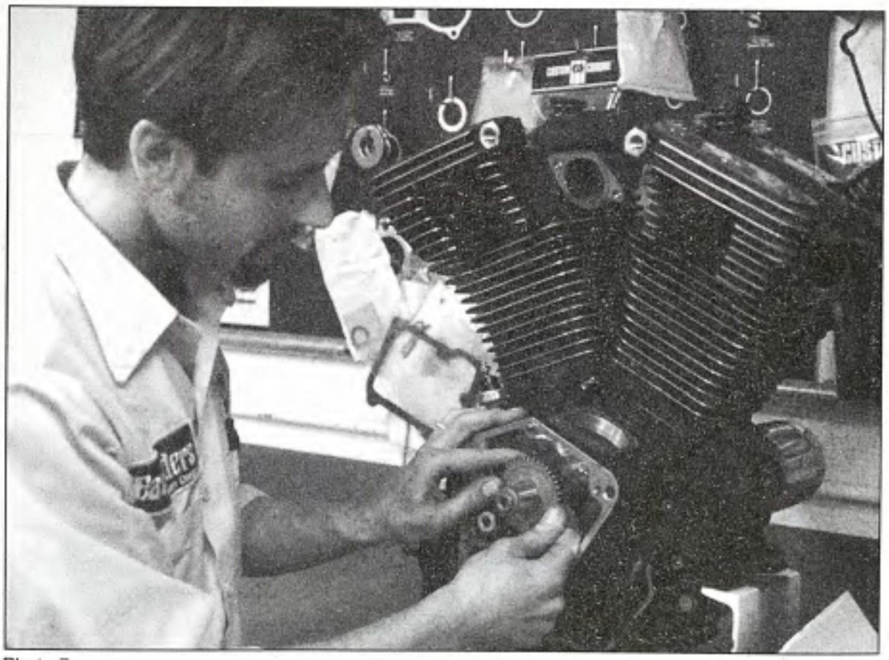


Photo 7

SERVICE DEPARTMENT

Lower Your Dresser

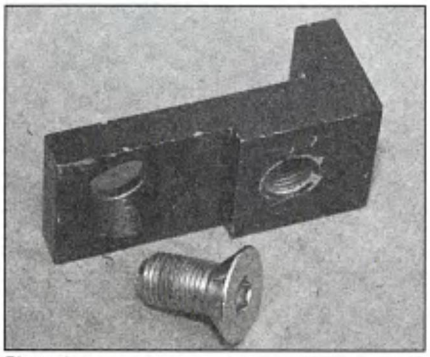
With Minimal Effort And Expense

Most Harley dresser owners figure, because of the air-adjustable suspension with which these models are equipped, that they cannot be lowered without considerable modification. There's also the fear that, once changed, the bike will no longer handle well, support as much weight, or be able to return to original should the need arise. After all, the idea is to improve the look of these freight trains, not ruin their ridability or resale value.

> **Late-model dressers will look more like the older Electra-Glide and Duo-Glide models**

It's true that radical drops cannot be accomplished without tearing the bike completely apart, but thanks to Roger Reiman at Kewanee Harley-Davidson in Kewanee, Illinois, (309) 854-6661, a conservative 1½ inches can be trimmed from her rear with only minimal effort and expense (photo 1). For a little under a hundred dollars, and in an hour or so, you can drop the rear down so that the bottom of the muffler is just about even with the bottom of the rear brake caliper. It doesn't sound like much, but it sure makes a difference visually. Late-model dressers, especially the popular nostalgia-style FLHS, will look more like the older Electra-Glide and Duo-Glide models—without sacrificing the good ride of the modern suspension.

The Roger Reiman brackets simply relocate the bottom air-shock bolts downward, allowing the swingarm to move upward a like amount, thus lowering the bike without altering any other components. Not a complicated or high-tech change, but simple and very effective.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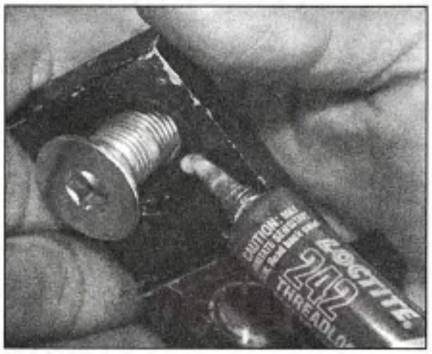

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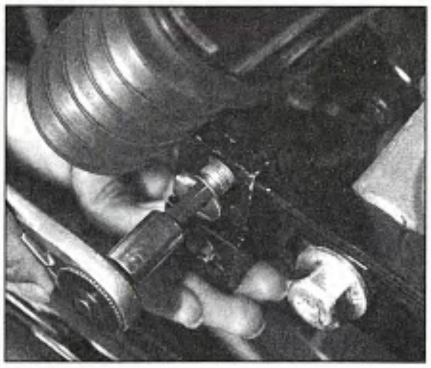
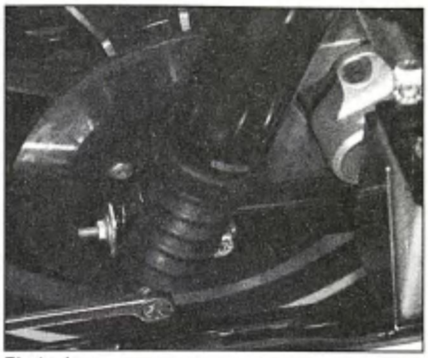


Photo 3

It's best to use a drop or two of blue Loc-Tite on all the fasteners when reassembling the suspension (photo 2), and by all means check the belt tension against the factory specs for your model when you're done (photo 3). And, depending on the specifics of your bike, it may be necessary to space the upper rear bag mounts outward slightly by installing a couple of washers between them and the fender brace (photo 4). The kit moves the shocks outward slightly, and this modification allows clearance between them and the inside of the bags (photo 5).

As a real-world bonus, the use of these lowering blocks also allows short-legged riders, like me, to more securely plant their feet at stops and while maneuvering in and out of parking spots (photo 6). When riding solo, we run about five pounds of air pressure in the rear, and from five to 10 in the front, which provides an excellent ride, allows the bike to ride quite low and the suspension seldom bottoms. We found that this modification also improved the directional stability of our FLHS, especially in fast, sweeping turns.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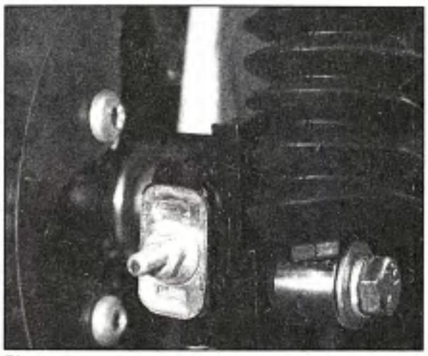
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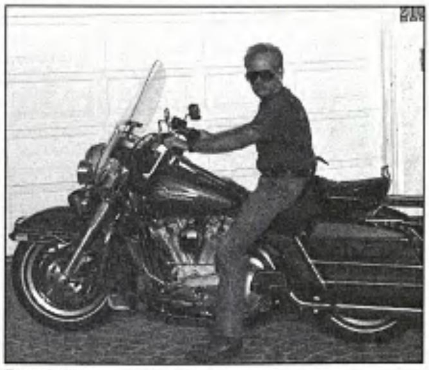


Photo 6

They come off just as easily as they went on so you can take 'em with you when you trade bikes! What more can ya ask for?

—Eric Pierce

Two-Dollar Stand

Another Cheap And Easy

I still find people trying to balance a Big Twin engine on their workbench or living room floor, hoping it won't fall over. So, in response to this all-too-common dilemma, I came up with this low-cost and easy engine stand. I thought your readers might be able to use it—especially those trying to keep beer money in their pockets.

Assuming that everyone has some kind of reasonable access to the necessary tools, welding equipment, etc., the finished project—signed, sealed, and delivered—should cost less than two dollars.

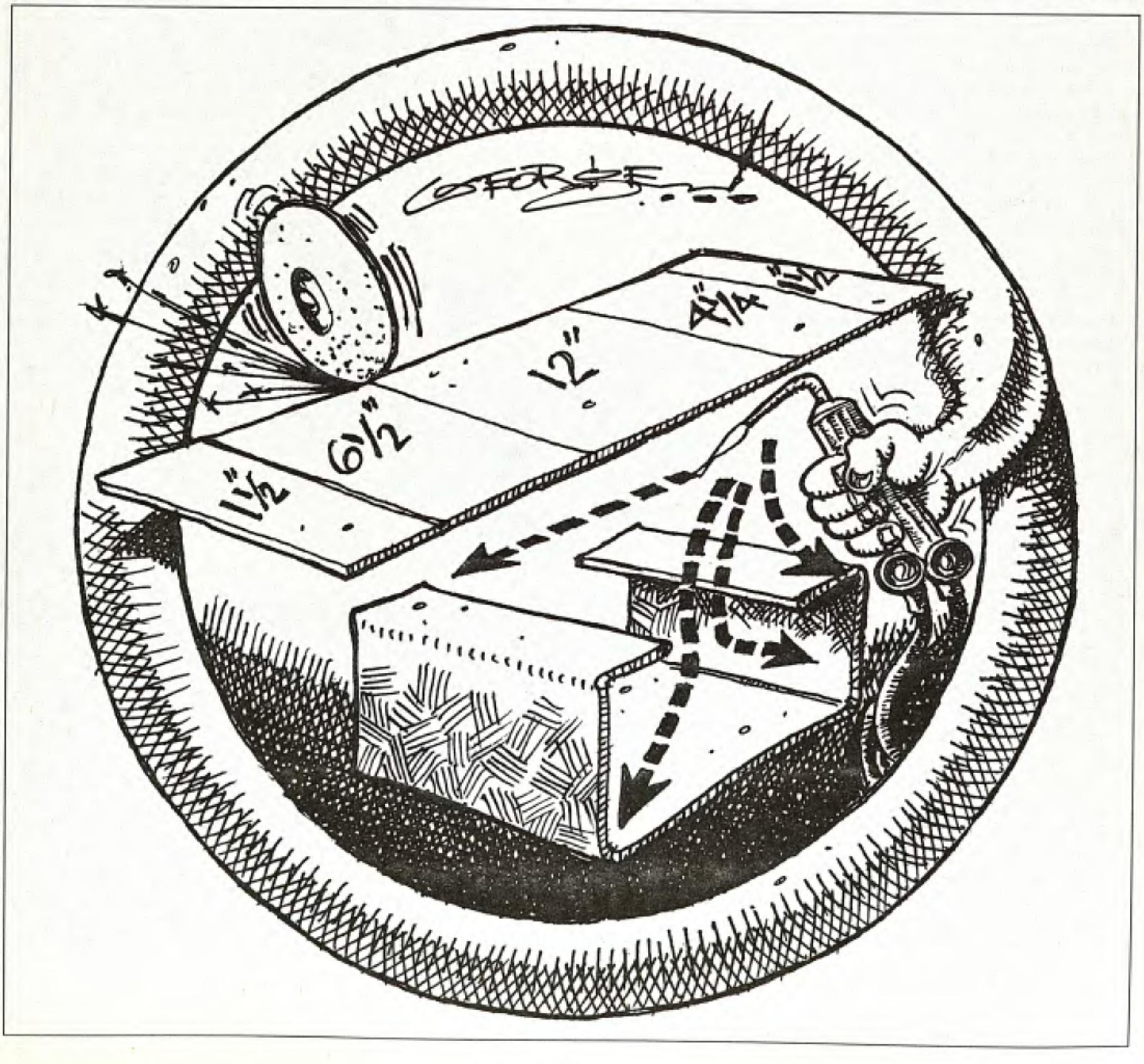
To build your own engine stand, start with a piece of steel measuring 3/16-inch to 1/8-inch thick and 6 inches by 25¾ inches wide.

Measure and draw lines across the 6-inch width of metal, as shown below. Then, cut halfway through the thickness of the metal along the drawn lines. This will ensure sharp bends at the correct distance.

Bend 90 degrees at the cut line. At this point, your makeshift engine stand appears ready to use, but it is recommended that you weld the inside corners for additional reinforcement and stability.

All of the scrap yard (recycled) metal required for the above should cost approximately $1.25.

—Steve Higginbottom



SERVICE DEPARTMENT

Clever Coil Mount

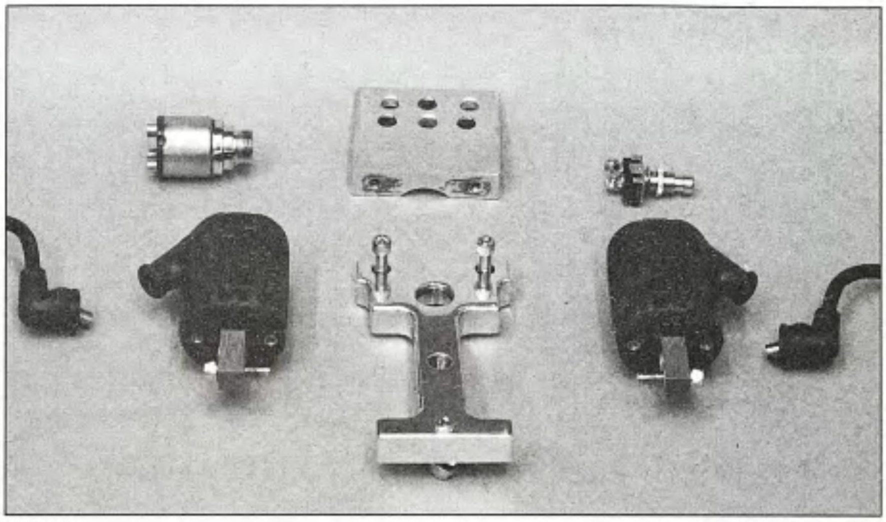
Simplifies, Shortens, Sanitizes

Whether you tour the country on an FLT or just barhop on a Fat Boy, you know that electrical wiring can be a necessary but nasty looking evil. Appearances aside, long and complicated multi-wire electrical harnesses also have functional drawbacks. They can develop frays, breaks, and other glitches over time, in an often-hostile scooter environment of vibration, rain, spilled fuel, and oil. A particularly vulnerable spot is wiring that must traverse the steering head, where the constant turning of the forks can lead to trouble. One common problem is wires that get loose and end up being mashed on fork stops or pinched on the edges of gas tank mounts.

Here's one of the best solutions for simplifying, shortening, and otherwise sanitizing electrical wiring. Relocating components closest to their intended use dramatically cuts the length of leads. That means better looks and improved reliability. Less wire means fewer potential places where it can rub through insulation, separate from connectors, or otherwise go south.

On late-model Big Twins a lot of electrical activity centers on the engine room: battery, starter motor, ignition timing, charging. And, there's a particularly good place to locate a streamlined, relocated electrical control center, closer to the action. Adjacent to the cylinder heads, on the primary drive side, is the handy top motor mount. It's easily accessible to the rider. By putting an FXR-style coil there, you minimize the length of spark plug leads. Then, by adding an ignition key switch and a starter switch, you eliminate a world of wiring. A plate of sheet or billet aluminum that bolts to the top motor mount can hold these components. For those of you hankering for the latter, you don't need to own a machine shop to do it. Cycle Fab of Brockton, Massachusetts, has an alloy billet coil mount engineered to let you bolt up the necessary good stuff. Related parts are available directly from Cycle Fab, aftermarket sources, or even H-D itself (see Parts and Sources).

The complete setup looks sano and gives you all the modern conveniences. It is threaded to accept either stock H-D or popular aftermarket master electrical key switches; ditto goes for the starter button switch, available from component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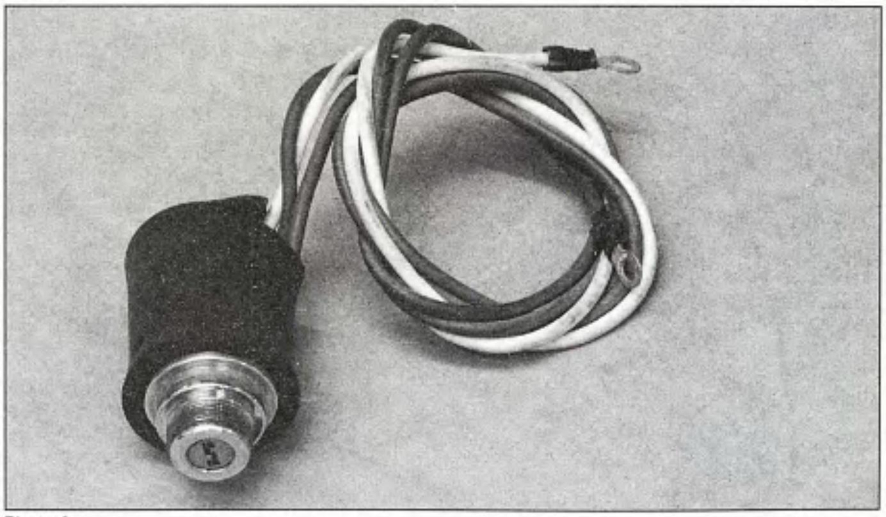
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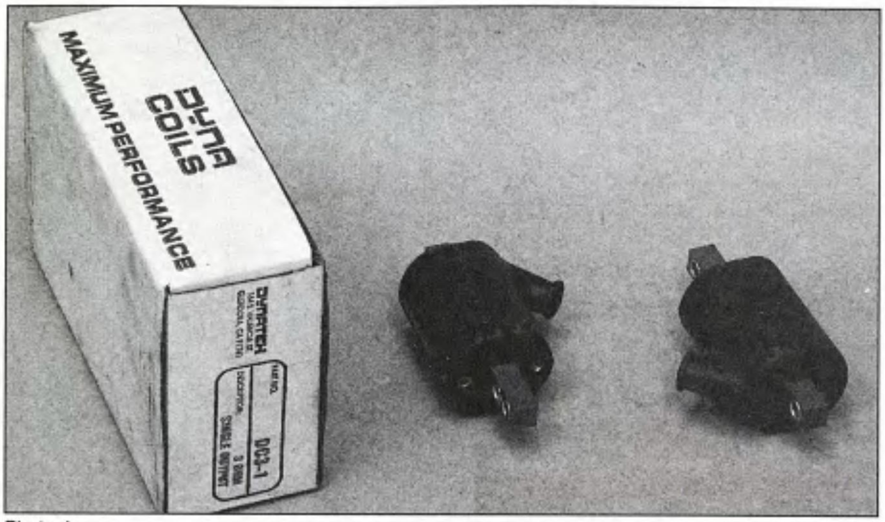
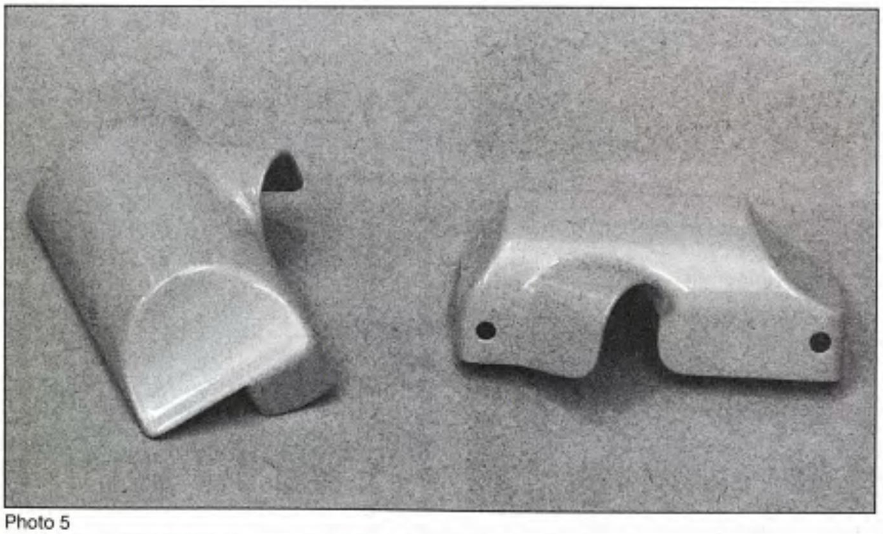


Photo 4

suppliers or Cycle Fab. Once the switches are screwed in, there's a set screw to keep them in place. Another plus is the use of dual Dyna coils for improved ignition. These feed two standard short FXR spark plug leads and are covered with two sheet metal shrouds from Nempco, which can be plated or painted. The billet mount also has a bottom hole that can be utilized for either a manual carb choke control or wire router. It's machined to accept a variety of motor mounts and bolts up to any FXR or (with an adapter) '93-up Dyna Glide mount. Industry standard 5/16-18 thread socket head fasteners are used throughout.

The result? This billet beauty deep-sixes a small wheelbarrow full of standard switches, wiring, looms, connectors, etc.

—*Jake*



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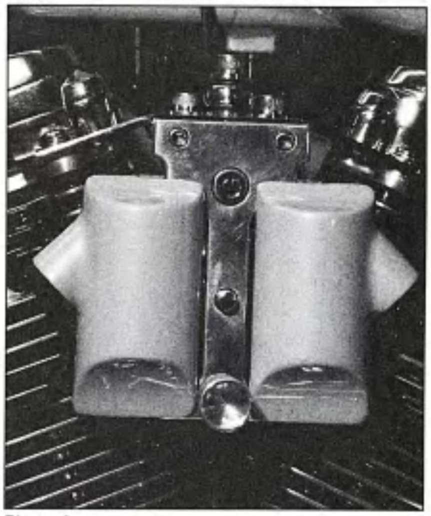

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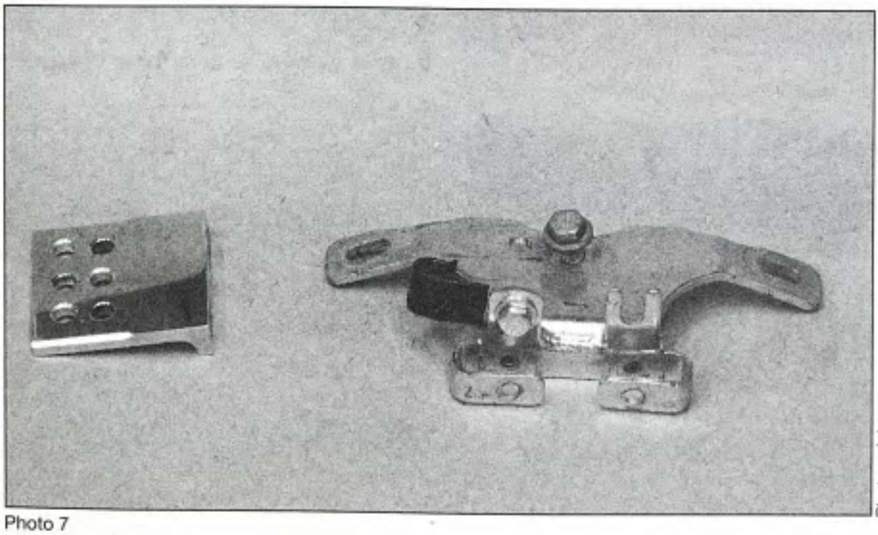

Photo 7

Photos: Jake

Parts & Sources

Billet coil mounting plate fasteners:
Cycle Fab: (508) 586-2511

Master key switch:
H-D (#71425-77) or aftermarket

Starter button/switch:
Cycle Fab or GC (#35-3497)

Dual, single output coils (3 or 5 ohm):
Dyna (#DC3-1 or DC6-1, depending on application)

Coil covers:
aftermarket/Nempco distributes: (518) 861-6949

5½-inch FXR spark plug wires:
H-D (#31980-65B)

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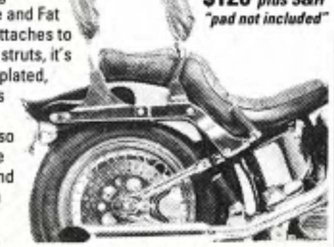

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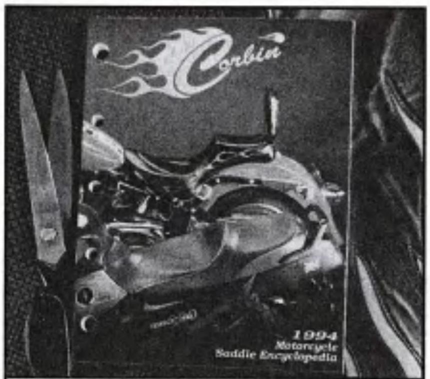

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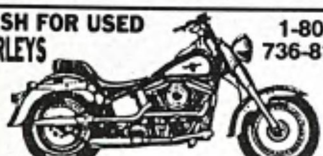

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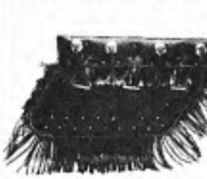

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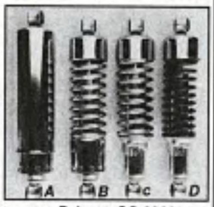

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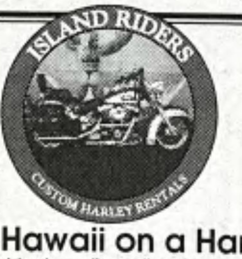

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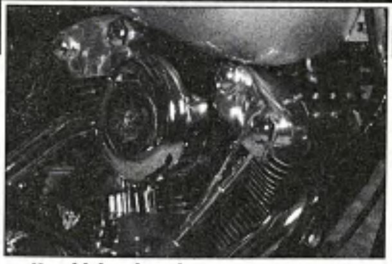

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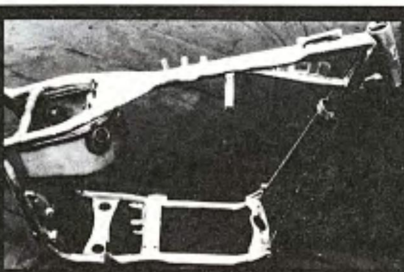

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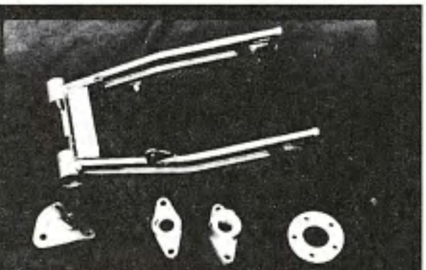

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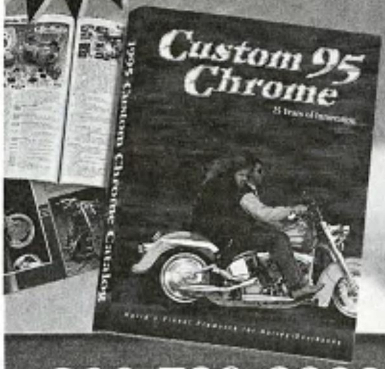

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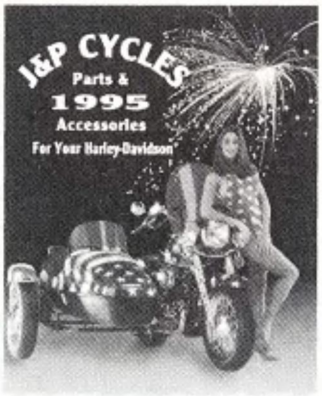

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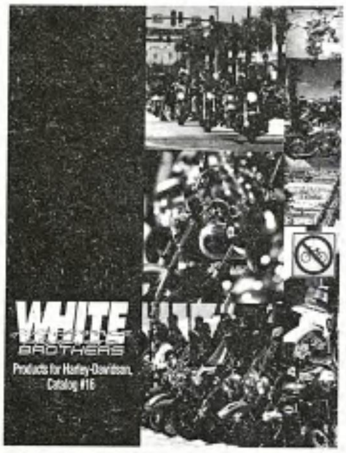

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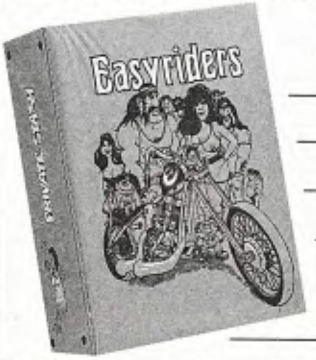

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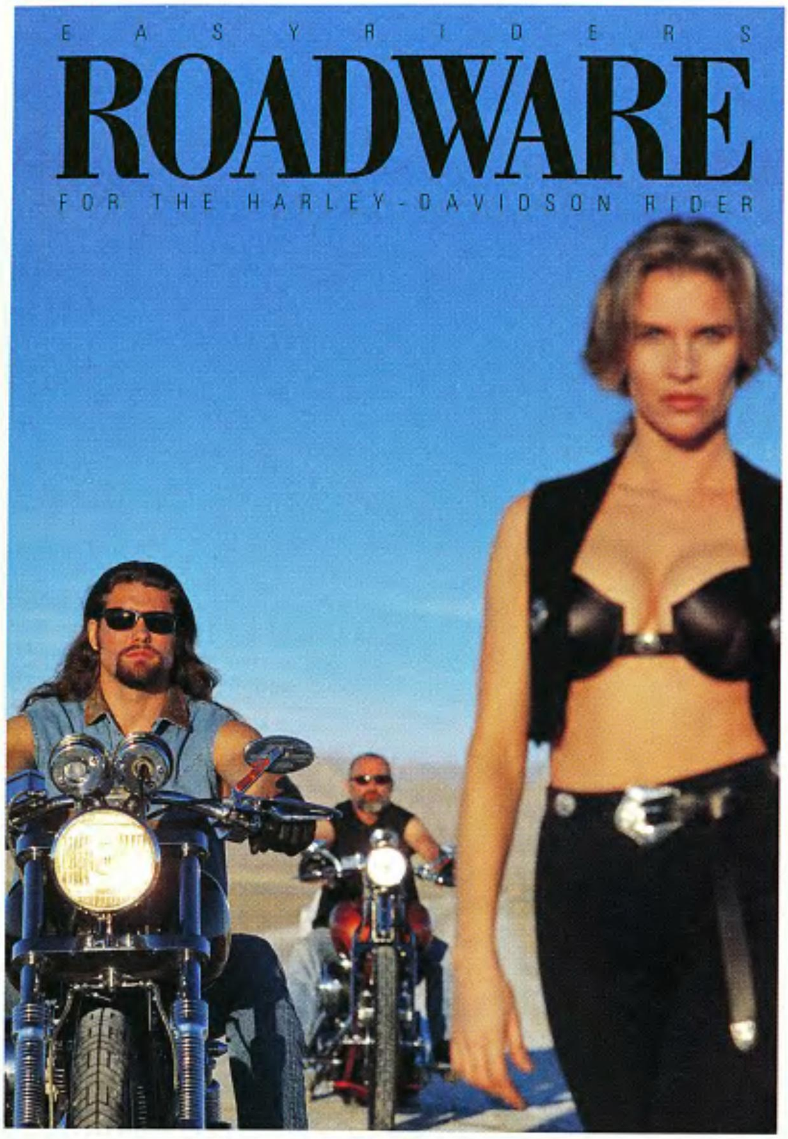

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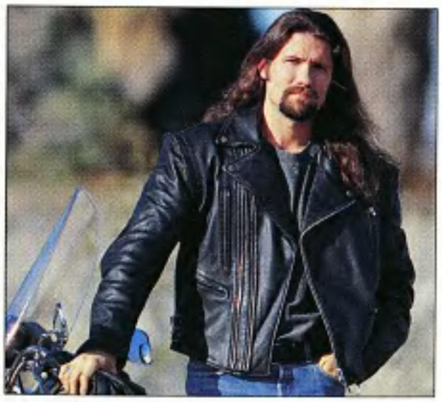

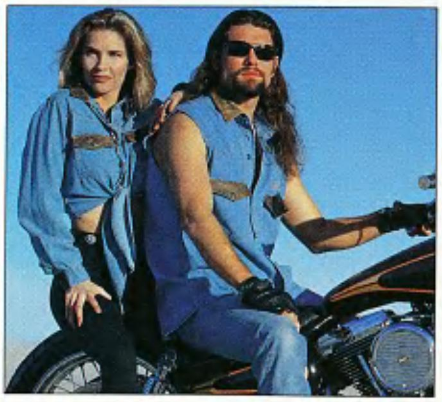

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T. J. Todd
Maryland, New York
1986 FXRC

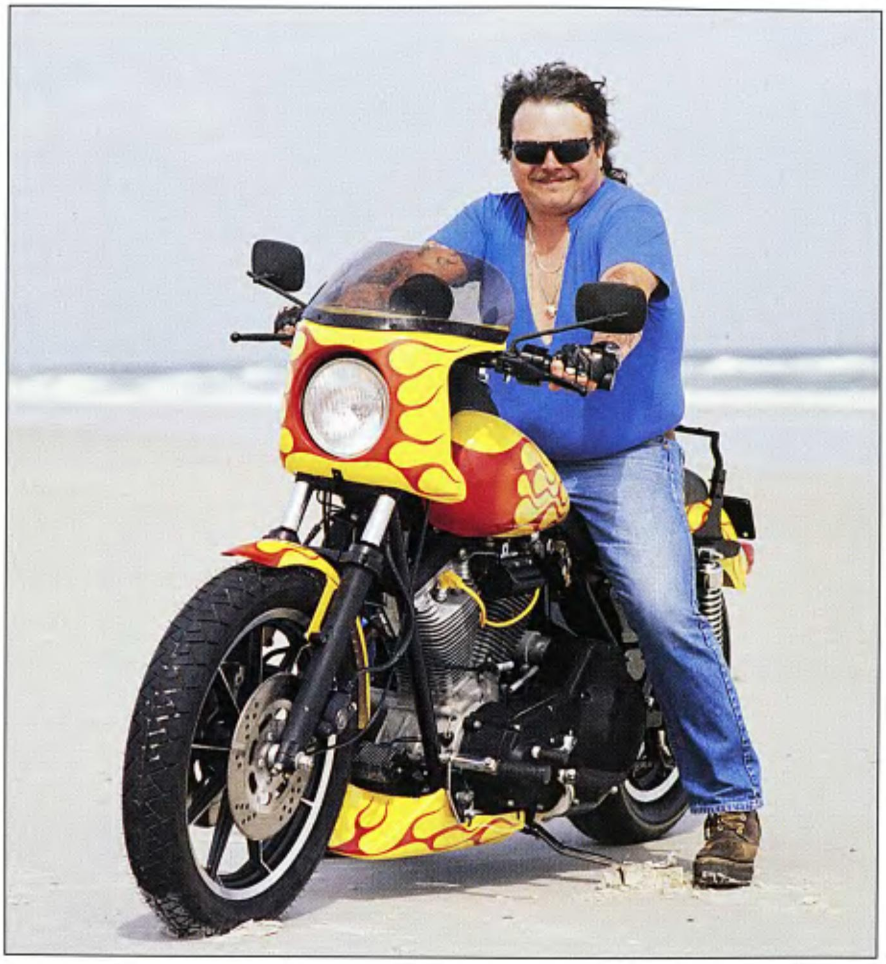
Time's whizzin' by way too fast. Seems like only five minutes ago when some bro flew down the beach at Daytona '87 on something that—apart from the Kerker exhaust, S&S carb, Andrews higher lift cam, and the wrinkled black look—was rare at the time: an FXR with a cafe-style fairing (off a '77 XLCR), FXRP forks (changed over to dual disc), and a custom airdam to boot. The bro was Tom (T.J.) Todd, and his modifications to the (last year) chain-driven, first-year ('86) FXR foreshadowed the next major trend in custom bike building.

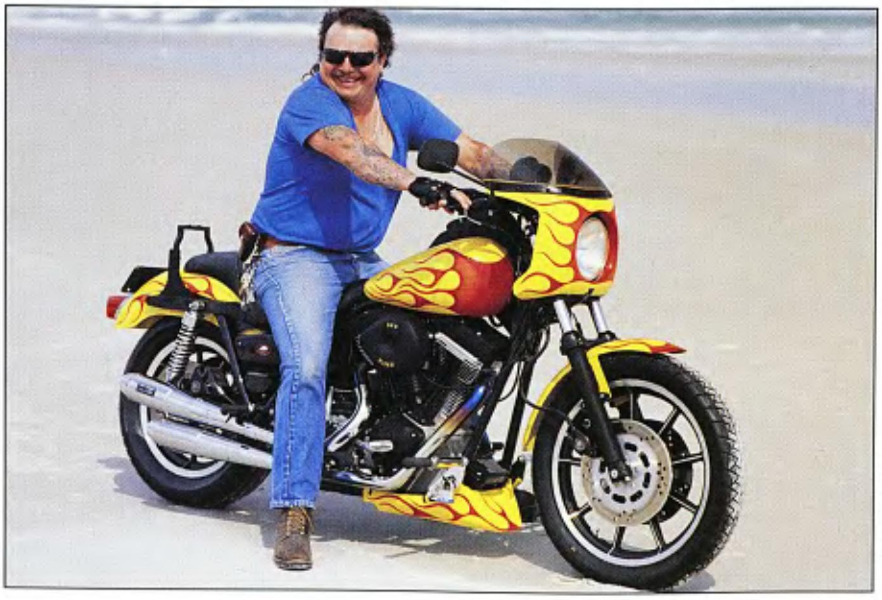
Although Tom hails from humble origins in Maryland, New York (a small town only 12 miles from the Baseball Hall Of Fame in upstate N.Y.), the bro's innovative bike-building style has kept him busy for the last few years, building an average of 10 show scoots each year. His 50-foot x 50-foot shop, G.T. Custom Cycles, which is unadvertised, unlisted, and always rockin'—is located on a remote acre and a half out in the sticks in Maryland, N.Y.—the same acre and a half on which he was raised and which has been in his family (the same one that spawned his radical Sporty-straddlin' brother, Skeeter) for nearly 100 years. It was on that very soil where Tom first watched his father wrench and ride an old Panhead, and where at age five, Tom rode his first 150cc Harley Hummer, before graduating to a Sprint, and eventually to a few Big Twins of his own.

These days, when Tom's not building another award-winning trade show preview bike for companies like Dunlop and Avon (at venues like the Cincinnati Trade Show) or tending to one of his latest custom creations on one of his shop's 10 work tables, you can most likely hear him thundering through the Catskills or burning morning dew high on the Adirondacks. Ain't life a bitch?

Be sure to check out Tom's latest custom masterpiece in VQ's aniversary edition, on sale now.

—Clay Dog



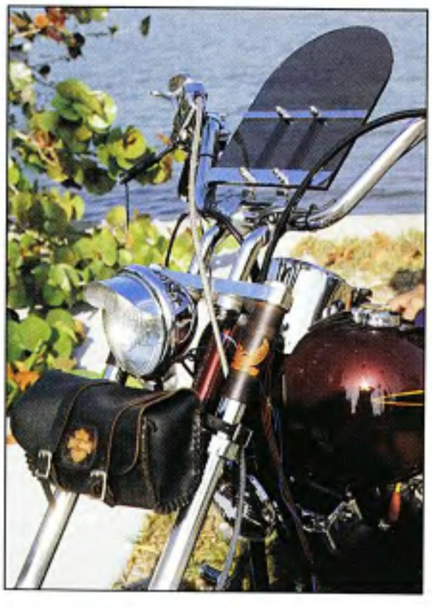


Photos: Billy Tinney

John Wilson
Mississauga, Ontario
1987 H-D Custom Shovel

Anyone who's ever ripped off a phone book and spread those yellow pages flat across their chest—stuffed beneath six layers of T's—before fighting with the frozen zipper on their leather jacket, has most likely ridden in sub-zero winds. John Wilson, who hails from Toronto, as in colder-than-hell winters, has been there. As far back as the '50s, when John got his first taste of Harley freedom aboard grandpa's faithful 45, he was determined to one day have a scoot of his own, one that would blaze his freezer-burned bones straight to the Florida sun.

Beginning with his first scoot, a '58 Pan, which he picked up in '63 at age 16, John was having too much fun tooling around his home turf's tree-lined mountain trails and parlaying one project putt into another to give much thought to Canada's frigid climes. But once John got hold of this '87 custom, powered by an '82 Shovel motor that rests in a custom, Duo-Glide-fashioned frame (Fab Custom) he knew he'd met up with his Southern-bound sled.



With help from his bro Bill at Oakville Custom Cycle (Mississauga, Ont.), John lowered his scoot 2 inches, raked it 6 degrees, stretched it 3 inches, and threw on an Andrews cam, Delkron cases, S&S lifters, .010-over pistons, a Keihin carb, Andrews gears, 4-inch pullbacks, Cycle Shack pipes, Accel ignition, a 6-inch-over wide glide (Fab Custom), and a Le Pera seat. After Wayne (Aircraft Ltd.) splashed on the chestnut paint and Toronto's Wizzard laid down the pinstriping, John had warmed his bones at last.

—Clay Dog

Photos: Pat Randle

READERS' RIDES

Tony Nardella
Kihei, Maui, Hawaii
1941 H-D FL Knuckle

Jersey-born, bred, and fed Tony Nardella could only shovel so much winter snow before he split to California. After a few years tooling around and wrenching on a few early-'70s stockers, he figured he'd keep following the setting sun to Maui: the land of beautiful women, perfect riding weather, good brotherhood, and—in those days (1977) —no helmets.

It wasn't long before Tony heard of a local bike collector (the late Fred Eckert), an old-timer who, according to local legend, had a huge barn full of antique Harleys and Indians. So Tony pressed his ear to the earth, 'til pounding drums and a thumping Big Twin led him straight to the old man's barn, tucked away in Lao Valley. There were plenty of antique rides, all right, but the one that caught his eye was this '41 FL (the first year of the 74-cu.-in. FL). The old man and the Knuck parted paths that day, and Tony began a five-year restoration.

Although the FL was unrestored and hadn't been fired up in 12 years, she was totally complete. Tony began by tearing the vintage V-twin apart, reworking the frame, replacing any bent or nonworking parts with only genuine H-D parts, and rechroming everything that was originally chrome. All said and done, the '41 FL didn't sell for much more than $850 brand-new, not counting accessories. These days, the proud putt couldn't be had for all the pineapples on the Island. Tony gives special thanks to his wife Elaine, his 6-year old son, Anthony, and his 10-year old daughter, Harley.

—Clay Dog

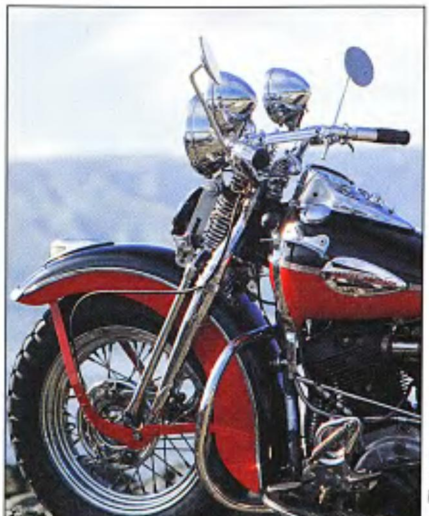


Photo: Billy Tinney

T. Stewart
Minneapolis, Minnesota
1948 Panhead EL

Like an explorer of old, T. Stewart had sensed the call of his own destiny long before he ventured into the uncharted corners of his mind. For years, spectral images of what may or may not come to pass rousted his imagination by day and ravaged his dreams by night. Finally, with little more than a rusty basket case Panhead, collecting cobwebs in pieces across his garage floor, Twin State resident T. Stewart ventured into the treacherous regions of a winter rebuild.

There are those who speculate that it was only after enduring the hardships of a Minnesota winter that explorers Lewis and Clark first recorded the expression, "colder than a witch's tit." But even when T. Stewart's uninsulated garage was cold enough to hang meat, the bro persevered. Like a skeleton at the feast, with his frozen fingers rattling against frosted Pan pieces, the T-man ventured into parts unknown.

As the first signs of spring thawed the EL's motor, resting in an original wishbone frame with a springer front end, the custom creation was nearing completion. All of the chromed parts were back from Ken's Metal Finishing, the vintage year 61-cubic inch motor was back from Eagle MC Engineering, Kevin Winter's righteous paintwork saw its first traces of sunlight, Wayne Minick's stripes began to defrost, and all of T.Stewart's own handiwork—bead-blasted cases, Sifton cam, Bendix carb, Paughco shotgun pipes, six-inch dogbone risers, his own shortend fender and custom bars, Bates headlight, Paughco oil bag and primary cover, Karata belt, Drag Specialties taillight, and front pegs—were ready, willing, and able at last for their first taste of sunlight.

As far as those Minnesota winter rebuilds are concerned, quote the T-man, "Never more." 'Least not 'til next time, anyway.

—*Clay Dog*

Photo:T. Stewart

READERS' RIDES

Mike Möhler
Zweibrücken, Germany
1979 FXE Custom

After riding around his home burg of Zweibrücken on a Suzuki and a BMW for a number of years, Mike Möhler decided (in 1990) that it was time to realize the dream he'd had since he was a teenager

Because of financial obligations, he purchased what he calls a "somewhat worn-out" '79 FXE, and after riding on her for a few thousand kilometers, it was time for a complete engine overhaul. Mike took her to a German shop called Monstermotors in Meckesheim, where the heads were beadblasted and the cylinders painted red. But that was just for optical purposes. On the inside, the shop beefed up the engine with titanium valves from Rowe, pistons from Mahle, roller rocker arms, an S&S oil pump, and several other ingredients. Now she's endowed with 88 cubic inches, and boy, do they look good.

Frame, tanks, and fenders were sandblasted and received a fresh coat of tornado red paint. However, additional improvements had to wait for the next winter, due to a continuing dearth of finances.

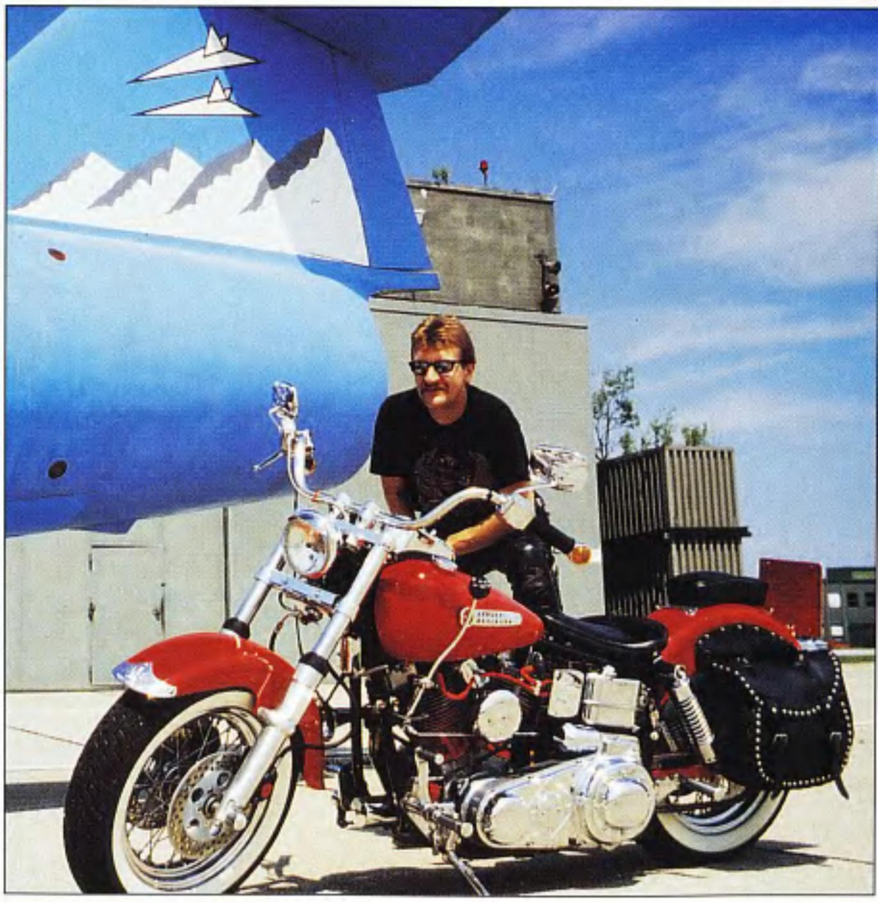
But as soon as it got cold again, Mike added a shorter (by 4 inches) FXWG front end with Fat Boy handlebars and spoked wheels, and for the creature comforts on long rides he mounted a solo seat from Bar Enterprises and a tank shifter with foot clutch from Barnett, which he had brought back from his adventure at Daytona Bike Week '93.

His finishing touches included a 298 Crane cam and an S&S double carb, and now the machine just purrs. Oh yeah, the "tornado red" paint job was done by a company called Hautz, located in Zweibrücken

To demonstrate just how powerful his rejuvenated FXE Custom is, Mike is getting ready to race the F-104 Starfighter poised behind him on his fine machine.

Or, as Mike puts it: "Only riding a Harley is better than flying."

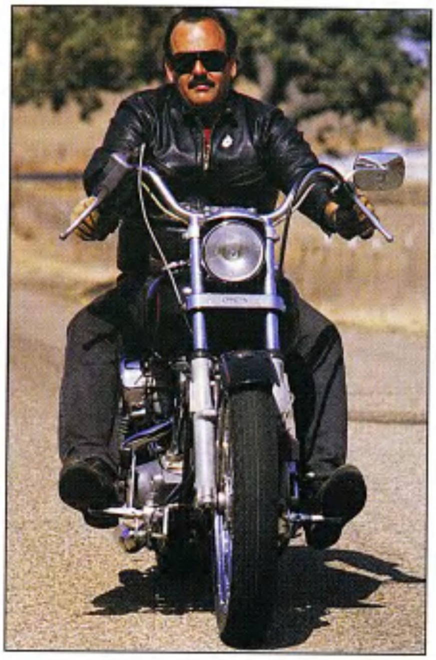
—Rülps



Blu Veit
Santa Barbara, California
1977 FXE

A few years ago, when I first met "Blu," I asked him how he got his name. He replied that it was his love for the blues that earned him the handle when he was in the Army. Sit down and have a few brews with Blu, and you'll soon learn that his true character is printed on the license plate of his scooter: SLEEEEZ. He takes pride in being sleazy. Imagine that. He explains, "Well, shit, it's taken me years to get this good ... I really work at it." Besides digging blues music and loose babes, Blu's true love is his sled. Man, the cat sounds normal to me!

Blu's bike is clean—not no-go show clean, just your everyday riding clean, as in a well-maintained piece of Milwaukee iron. She's a '77 FXE with S&S pistons, ported nickel-seated heads, a Sifton cam, Andrews lifters, a Mikuni carb and air cleaner, and a one-inch-under narrow glide front end. She's the Shovelhead for all seasons—depending on Blu's general state of mind.



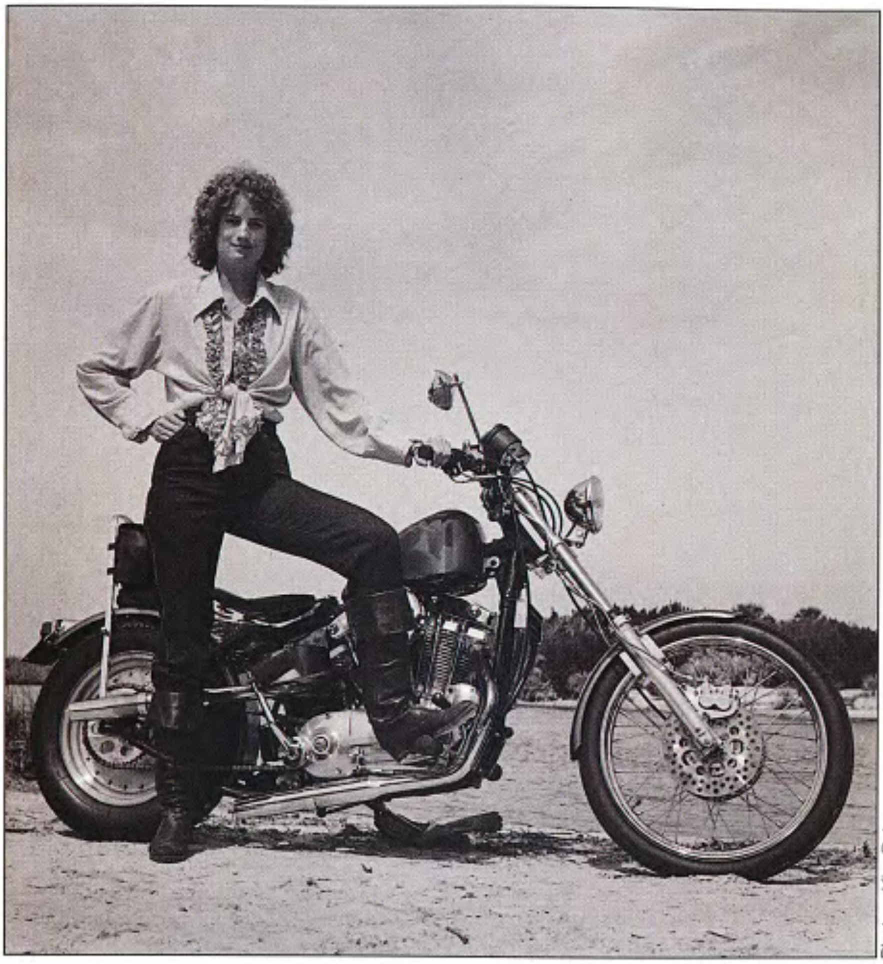
When he's not riding up and down California's Gold Coast—between Ventura and San Simeon—Blu's keeping order and cleanliness happening together at Brooks Institute (one of the finer photography schools on the planet) where he heads up the maintenance department. So despite the license plate that would indicate to the contrary, we know him to be clean on the inside—sorta.

There ain't too many sled pilots out there who stay in front of ol' Blu and his 60-weight trail of good ol' American SLEEEEZ.

—Dragon

Photos: Serge McCabe

Stephanie Feld
Long Beach, New York
1957 Sportster XL



Photos: Kim Peterson

Stephanie Feld had been working for Custom Cycle in Bellmore, N.Y., when she came puttin' back from lunch on what could've won the rat bike of the month. But a blown engine, leaky trans, and rust all over the place is no hill for a climber like Stephanie. What the hell, she bought the first-year Sporty rat for a song. Her boss at the time, Al, who's been building bikes and managing Custom Cycle in Bellmore since 1969, can tell ya that this tough-as-nails lady does 99 percent of all the tearing down, cleaning up, polishing, painting, and actual hands-on wrenching to her own scoots—this rigid Sporty being no exception.

As a tribute to Stephanie's handiwork, her hardtail Sporty now boasts a 72-cubic-inch power mill hammered by S&S pistons with a 4½-inch stroke (one inch more than the stock '57 model) with XLR valves, Andrews V-9 cams, Morris Magneto, and Screamin' Eagle carb and air cleaner. The tool-slingin' Stephanie also hand-fabbed her own 11-inch sissybar, reworked the bolt-on rigid chassis, wired her own electrics, threw on some two-inch-over '82 XLS forks, had Rolling Thunder shave the legs, slapped on some chrome triple trees from Nempco, and added a handlebar clamp from Mustang for the Paughco drag bars. She also put on a Screamin' Eagle fork brace, handmade her own seat bracket for the Jammer solo, shaved her P.M. brakes' front calipers to fit, threw on Santee forward controls, Paughco shotguns, Mustang pullbacks, an XR-1000 speedo (which is generally pegged), and replaced her thrashed stock oil bag with one off an early XLCH.

All said and done she had to paint it herself—every woman's favorite color: 1983 Dodge slate gray. By the time Stephanie was finished nurturing that stray Sporty back to health, and then some, there wasn't a bro or sister around who, when she hammered down the street, couldn't help but nod with respect at the transformed ride and one talented lady.

—Clay Dog

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ST. LOUIS STROKER

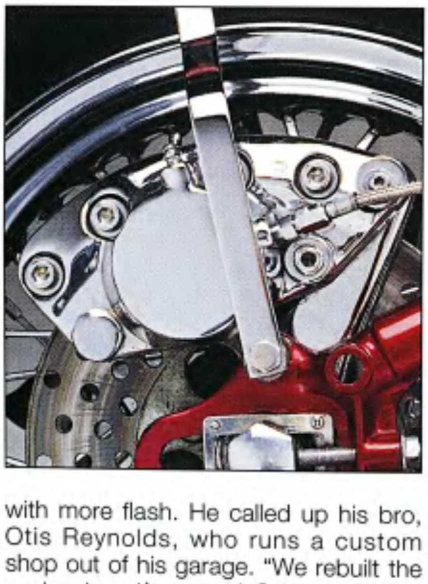
JOE PONIES UP HIS HYBRID HARDTAIL

Some say you are who you hang with. That philosophy suits Joe Moran just fine, because when it came time to build this hybrid hardtail, he just looked to his buddies.

"I got a lot of the ideas from the guys," says Joe. "They're all riding around on choppers, so it wasn't too hard to find inspiration."

When the brainstorming was complete and it came time to put the plans into action, Joe began digging for parts in and around his hometown of Foristell, Missouri, about 40 miles west of St. Louis. "I'd just go to the local swap meets and shops and pick up pretty much what I needed to piece things together," says Joe. "It wasn't too hard finding the right stuff, but for this project I couldn't just rummage around greasy old boxes."

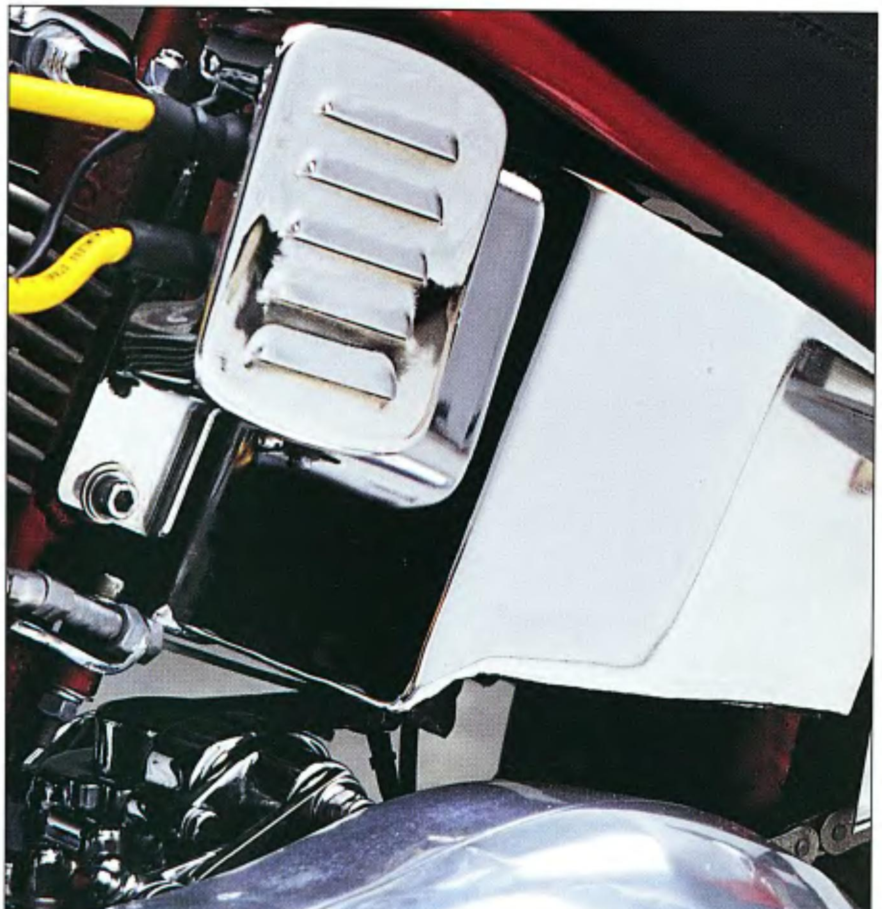
Joe decided he wanted a bike →

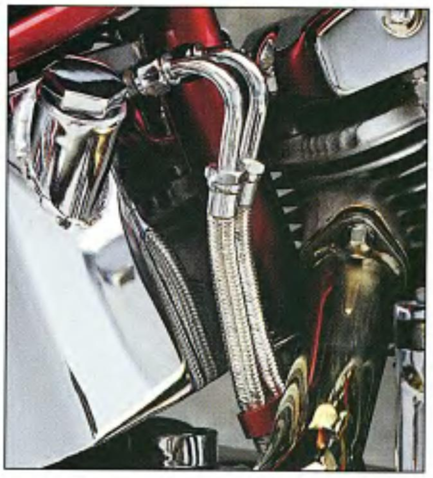


with more flash. He called up his bro, Otis Reynolds, who runs a custom shop out of his garage. "We rebuilt the motor together, and Otis made the frame," says Joe. "Mr. O," as Joe likes to call him, started with his Knucklehead frame and stretched it 10 inches (mostly up toward the neck), using DOM tubing. The rake was cut down to 29 degrees.

"It's an old-fashioned chopper but it handles really well," says Joe. "It's quick, is very cool to look at, and is the most fun I've ever had on a motorcycle."

For the most laughs per mile, Joe





used an S&S Sidewinder kit to push the Shovelhead motor out to 93 cubic inches. "It's all stroke [4¾-inch], no more bore," he says. Mr. O flowed the heads and installed a dual plug setup. The seat post had to be raised 1½ inches, because the tranny rode higher in the modified frame. Joe also installed a custom inner and outer primary from Watson's Wheel of Madness in Alton, Illinois, which manufactures shaved units for just this type of application.

Other special work involved modifying the gas tank: "We started with a Mustang tank and, because it →

Owner: ...Joe Moran
City: ...Foristell, Missouri

General

Fabrication: ...Mr. O, owner
Year and make: ...1980 H-D
Model: ...custom H-D
Chroming: ...St. Louis, Triangle

Engine

Year: ...1980
Model: ...Shovel
Rebuilder: ...owner, Mr. O
Ignition: ...points
Displacement: ...93 cubic inches
Lower end: ...S&S
Pistons: ...S&S
Cases: ...stock
Heads: ...flowed, dual plugs
Cam: ...S&S 550
Carb(s): ...S&S B, modified
Pipes: ...Cycle Shack
Modifications: ...balancing by Mr. O S&S air cleaner, S&S lifters

Transmission

Year: ...1980
Modifications: ...none

Painting

Molding: ...Geno Lloyd
Painter: ...Geno Lloyd
Color: ...brandywine
Special paint: ...Stripsmith, Ft. Worth, Texas

Frame

Builder: ...Mr. O
Type: ...custom
Modifications. ...29° rake, 10-inch stretch, custom neck by Mr. O

Accessories

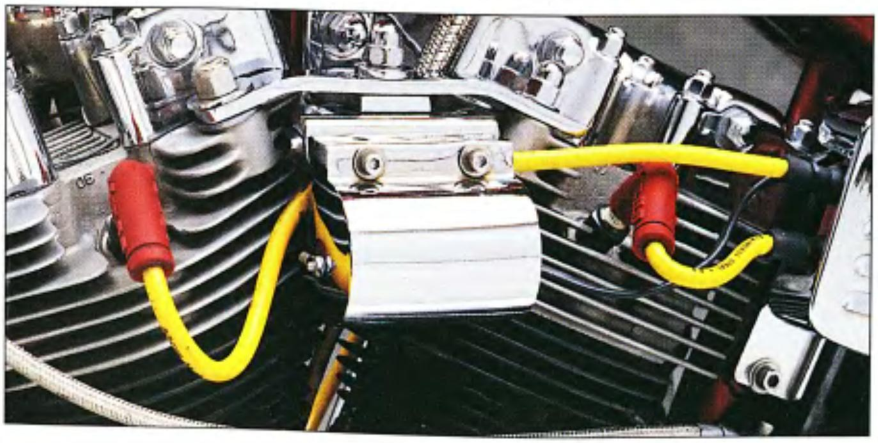
Bars: ...drag
Fenders: ...flat and wide glide
Headlight: ...KD
Taillight: ...tombstone
Speedo: ...none
Pegs: ...H-D
Gas tank: ...custom Mustang, Jim Vestal
Oil tank: ...wraparound
Seat: ...Mustang
Mirrors: ...none
Grips: ...stock

Forks

Type: ...wide glide
Modifications: ...10 inches over, Frank's fork tubes

Wheels

Front: ...21-inch, Cont., H-D disc
Rear: ...16-inch, Cont., H-D disc
Photos: ...Mike Lichter



sits at such a steep angle, we had to move the filler neck up to top center so we could fill the tank to its 2.8-gallon capacity," Joe explains. "The 155 petcock had to be moved down, too."

The stroked-out stallion gallops out "over a hundred ponies," says Joe. "It'll run low twelves in the quarter-mile, and I've had it up to 140 or 150 miles per hour." Since he's thrown his speedo away, we have to figure that Joe must calculate his speed by how far his eyeballs are being pushed back into his head.

—Josh

COMING AT YA

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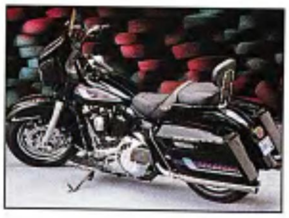
The throttle's wide open and the **June** issue is comin' at ya full tilt, blazing a scorchin' trail of show-stoppin' scoots, a Service Department full of wrenching tips, and enough luscious lasses to last a lifetime. Highlighting the issue is an eye-pleasing collection of each and every 1994 *Easyriders* cover girl, models so hot they'll melt in your hands. The massive June issue also includes our complete summer catalog of the season's finest riding apparel and puttin' paraphernalia, as well as a behind-the-scenes look at the man behind Paughco, Ron Paugh, and his custom contribution to the *Easyriders* JDF sweepstakes. Also on tap in this summer biker bonanza is a look at Mariposa Bike Fest, a swelterin' weekend of scooter-style nirvana. Don't miss a minute of the action. *On sale April 27*



The special **First Anniversary** issue of *VQ* proudly features Billy Westbrook as our Master Builder, as well as eight great custom bike features including a wild racing Knuckle and the *VQ* Anniversary bike. You'll also visit the Arlen Ness custom creations museum, take a look at the *Easyriders* of Columbus Megastore, learn the amazing history of Drag Specialties, and find a far-out future gallery of super-custom Sportsters. *VQ* is the all-color magazine for the discriminating cycle connoisseur. *On sale now.*

The next issue of *In The Wind* is the **July** issue, and July means only one thing; well, maybe more than one. It means beers, burgers and dogs on the grill, fireworks, and long, hot nights of pure puttin' pleasure. It also means bikinis, beaches, and babes. Yep, the next issue of *Wind* is the Barely Bathing Suits Exposé, in which we'll get more than just a few peeks at our women in various stages of undress. Besides this lady lover's paradise, we'll have globs of pages of flicks from riders all over the world. *On sale April 11*

EARLYRIDERS Because the rider never ends, we offer *Earlyriders*, our quarterly tribute to the finest in vintage motorcycles. In the **second** issue, you'll be treated to eight classic bike features, from a 1912 8-valve Indian Boardtrack Racer to Crocker's own Crocker, the X-1. Our master restorer is R. L. Jones of South Carolina, and we'll take you to Davenport, Iowa, for a word-class antique meet. With restoration tips, an interview with collector Jay Leno, and a variety of resources for the antique cycle aficionado, this is a collector's edition not to be missed. *On sale April 18*

A PERFORMANCE GUIDE FOR HARLEY-DAVIDSONS QUICK THROTTLE Hang on for the next gear-grinding, tire-smoking, nitrous-burning issue of *Quick Throttle*, the magazine dedicated to today's high-velocity, high-tech motorcycle junkie. You can look forward to sinking your teeth into five high-performance bike features, five go-fast tech tips, including one on how to build your own torqued-up Rodeo sled-pulling monster, and our *Gearhead Gazette* will keep you in the know with the latest in ground-breaking Harley drag racing news. If you're into making fast bikes even faster, check it out. *On sale April 27*

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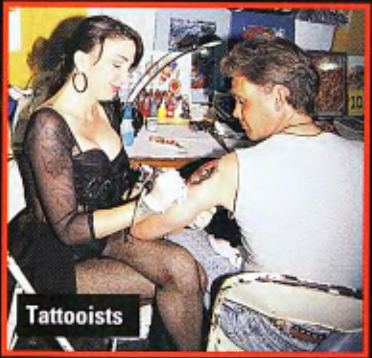
EASYRIDERS® '95 BIKE & TATTOO SHOW TOUR

Custom Bike Show


Tattooists

Tattoo Contest

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UPCOMING DATES AND NEW LOCATIONS

POMONA, CALIFORNIA	HOUSTON, TEXAS
March 17, 18, 19, 1995 L.A. County Fairplex	April 21, 22, 23, 1995 Hyatt Regency Downtown
OAKLAND, CALIFORNIA	**WINSTON-SALEM, N. CAROLINA**
March 24, 25, 26, 1995 Oakland Convention Center	April 28, 29, 30, 1995 Veterans Memorial Coliseum
MONROE, WASHINGTON	**SCHENECTADY, NEW YORK**
March 31, April 1, 2, 1995 Evergreen State Fairgrounds	May 5, 6, 7, 1995 The Schenectady Armory

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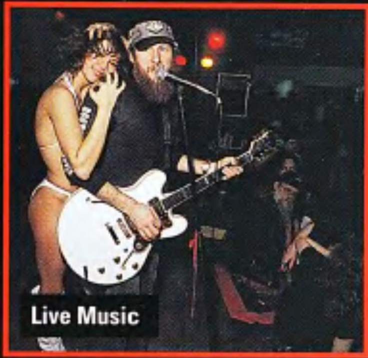
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Show Hours

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Saturday—10am-Midnight
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VIP Treatment

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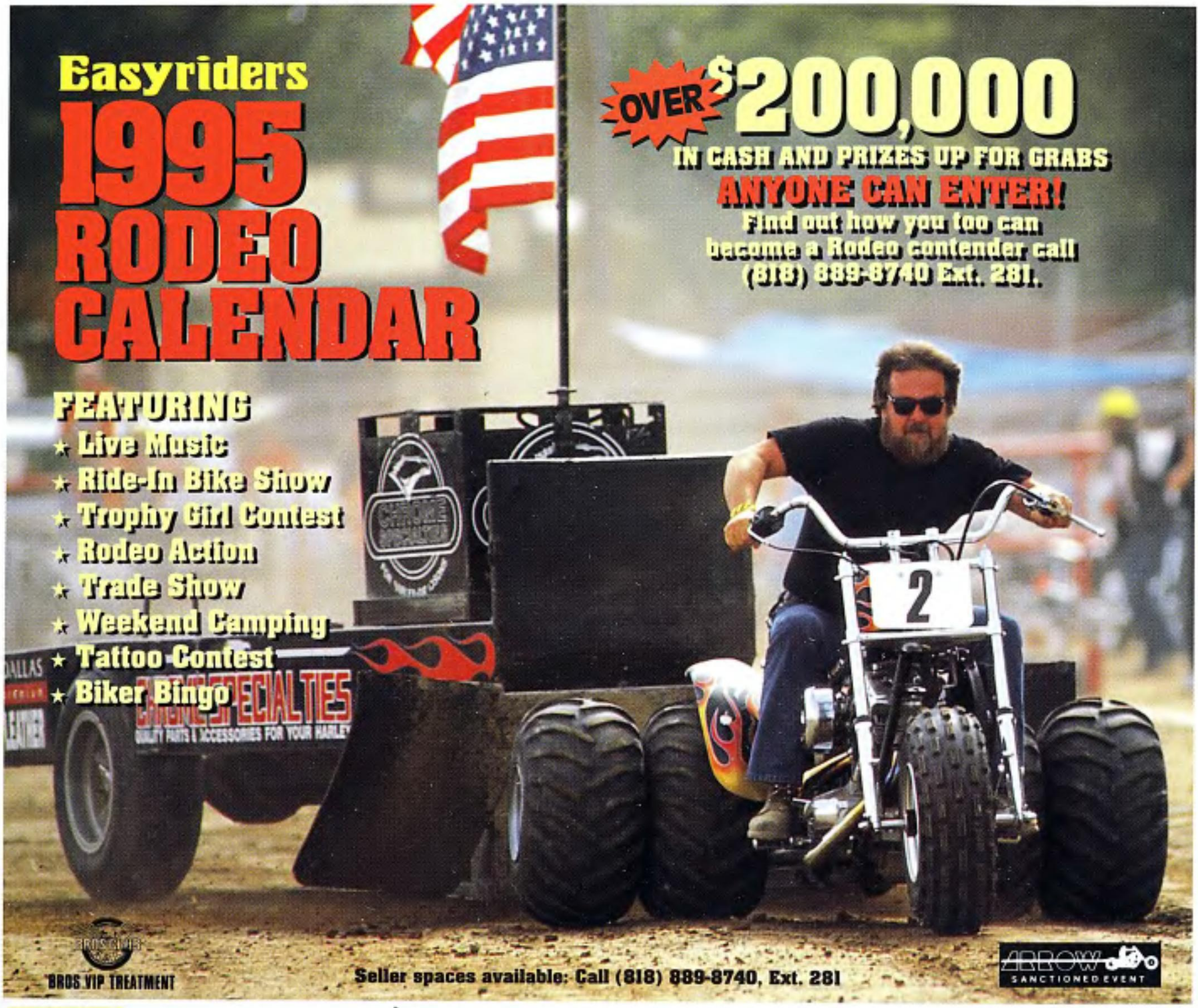

New Location **MEMORIAL DAY WEEKEND** **May 27, 28, 29** **Rosenberg ,Texas** Fort Bend County Fairgrounds (Hwy 59 to the Rt 36 Rosenberg exit)	**June 2, 3, 4** **Hilliard, Ohio** Franklin County Fairgrounds (I-270 to exit 13B, 6 miles west of Columbus) ★ NEW! ANOTHER OHIO RODEO ★	**June 9,10,11** **New Ulm, Minnesota** Brown County Fairgrounds (Hwy 14 to 12th North St)
June 23, 24, 25 **Wilson, North Carolina** Wilson County Fairgrounds (I-264 to Hwy 301 South)	5th Annual **July 28, 29, 30** **5th Annual** **Prospect, Pennsylvania** Butler County Fairgrounds (On Rt. 422, 8 miles West of Butler)	**August 4, 5, 6** **Boone, Iowa** Boone County Fairgrounds (I-35, to Rt. 30 West, go N. on Story St.)
August 11, 12, 13 **Morris, Illinois** Grundy County Fairgrounds (Hwy. 80 to Rt. 47 exit, go North)	**August 18, 19, 20** **Fowlerville, Michigan** Fowlerville County Fairgrounds (I-96 to Fowlerville exit, go North to Grand River)	8th Annual **LABOR DAY WEEKEND** **September 1, 2, 3, 4** **Chillicothe, Ohio** Ross County Fairgrounds (Hwy. 35 to Rt. 104 North)
September 15, 16, 17 **Washington** Stay tuned for details	**September 22, 23, 24** **Santa Rosa, California** Sonoma County Fairgrounds (Hwy 101 to Hwy 12 East)	**GRAND NATIONALS** **Southern California** Stay tuned for details

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